

TABLE OF CONTENTS**SECTION 1: DRIVERS TRAINING PROGRAM** **PAGE**

	Preface	4
1-1	Purpose	5
1-2	Objective	5
1-3	Background	5
1-4	Scope	5
1-5	Responsibilities	6
1-6	Administration	6
1-7	Drivers Training Cycle	7

SECTION 2: INSTRUCTOR DRIVER PROGRAM

2-1	Purpose	9
2-2	Objective	9
2-3	Scope	9
2-4	Definition	9
2-5	Method of Evaluation	9
2-6	Responsibilities	9
2-7	Instructor Drivers Training	9
2-8	Basic Drivers Training	11
2-9	Refresher Drivers Training	14
2-10	Remedial Drivers Training	15
2-11	Hazardous Cargo/POL Training	15
2-12	Hazardous Cargo Refresher Training	16
2-13	Instructor Driver Incentives	16

SECTION 3: INSTRUCTION TO STUDENT DRIVERS

3-1	Purpose	17
3-2	Objective	17
3-3	Scope	17
3-4	Method of Evaluation	17
3-5	Introduction	17
3-6	General Instructions	17
3-7	Supervised Driving Phase	19
3-8	Basic Driver Training Exercises	20
3-9	Backing	21
3-10	Instructor Driver Points	22
3-11	Straight Line Backing	22
3-12	Alley Dock	23
3-13	Parallel Parking	25

3-14	Controlled Stop	26
3-15	Serpentine	27
3-16	Pre-trip Inspection	28
3-17	Coupling	30
3-18	Uncoupling	30
3-19	The Instructor Driver should remember the following	30
3-20	Vehicle Inspection	31
3-21	Three-Mile Check	31
3-22	Teach Routine Driving Tasks	32
3-23	Student Trips	34

SECTION 4: STUDENT DRIVER TASKS

4-1	Before Operation Tasks	36
4-2	During Operation Tasks	44
4-3	After Operation Tasks	55
4-4	Related Tasks	58

SECTION 5: FINAL ROAD TEST

5-1	Purpose	65
5-2	Applicability	65
5-3	Objective	65
5-4	Method of Evaluation	65
5-5	Definition	65
5-6	Responsibilities	65
5-7	Selection of Final Road Test Route	66
5-8	Actions of the License Examiner	67

SECTION 6: OPERATION SAFETY AND EMERGENCY AVOIDANCE DRIVING

6-1	Operations Safety and Emergency Driving	68
6-2	Accident Factors Triangle	68
6-3	Driver Error	69
6-4	Driver Responsibilities	69
6-5	Brake PMCS	70
6-6	Proper Braking Procedures	71

SECTION 7: NIGHT VISION GOGGLE (NVG) DRIVER TRAINING

7-1	Purpose	73
7-2	General	73
7-3	NVG Training Preparation	73
7-4	Procedures	74
7-5	Training Considerations	74
7-6	Repetition	75
7-7	LTAs	75
7-8	Summary	75
7-9	Certification	75
<u>ANNEX A: DRIVER TRAINING PACKET</u>		77
<u>ANNEX B: DRIVING RANGE SET-UP</u>		78
TAB A	HMMWV (M998)	79
TAB B	LIGHT VEHICLES (2.5 ton or less)	85
TAB C	MEDIUM VEHICLES (5 ton Cargo)	90
TAB D	TRACTOR TRAILER (M931/M871)	97
TAB E	HEMTT (M978)	104
TAB F	PLS (M1074/M1075/M1076/M1077/M1077A1)	110
TAB G	HET (M1070/M1000)	117
<u>ANNEX C: AWARDS PROGRAM</u>		122

PREFACE

This pamphlet outlines the drivers training program and its intent for the 181st Transportation Battalion. Training support information and reference materials that are contained in this publication have been obtained from FM 55-30, FM 21-305, AR 600-55 and various other resource publications. Trainers and first-line supervisors should ensure that soldiers have access to this pamphlet in their work areas to promote learning of the critical tasks that are associated with transport operations throughout the battalion.

The proponent of this publication is Commandant, 181st Transportation Battalion, ATTN: NCOIC, Drivers Academy, Unit 30020, APO, AE 09166. Unless the manual states otherwise, masculine pronouns do not refer exclusively to men.

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Distribution is unlimited

IRBY W. BRYAN
LTC, TC
Commanding

This regulation supersedes 181st Trans Pam 600-55, 1 July 97

SECTION 1: DRIVER TRAINING PROGRAM

This section outlines the 181st Transportation Battalion Driver Training Program for standardizing the methods used by instructor drivers in conducting supervised driving, road test examinations and check rides on vehicle drivers. These methods also insure safe and effective driver performance through uniform instruction and evaluation of driver performance in all phases of training.

1-1 Purpose: This section establishes a mandatory training program for all drivers and instructor drivers in this command. It lists the phases of the driver training cycle (Initial, Unit, and Sustainment) and discusses the criteria associated with proper training of all assigned drivers to the battalion.

1-2 Objective: (1) Ensure safe vehicle operations through uniform instruction and evaluation of driver performance. (2) To introduce soldiers assigned to the 181st Transportation Battalion, its vehicles and mission, and to prepare the drivers for driving on European roads upon return to their units. (3) To provide more effective training instructions and instill driver training with a sense of accomplishment, self-pride, and unit Esprit De Corps. (4) To retrain drivers who have displayed a lack of proficiency as a military vehicle operator.

1-3 Background: The 181st Transportation Battalion Drivers Training Program is unique in three different ways. (1) We train to produce safe, responsible drivers that are capable of transporting numerous classifications of loads, (2) train Instructor Drivers that train, challenge and critique their drivers on the equipment they operate and (3) continuously evaluates the Instructor Drivers, Check Riders and License Examiners through sustainment training.

1-4 Scope: The driver training program encompasses all phases of driving, from basic driving instruction for individuals with no prior military experience to remedial drivers training for individuals that become involved in a driver-fault accident or identified as a sub-standard performer.

- a. Driver Fault Accident – Any accident that could be prevented by our driver.
- b. Non Driver Fault Accident – Any accident not preventable by our driver.
- c. Recordable Driver Fault – Estimated Costs of Damage (ECOD) of \$2,000 or more.

- d. Non-Recordable Driver Fault – Less than \$2,000 ECOD.

Formal drivers training is divided into four (4) phases: Phase I, Basic Driver Training; Phase II, Refresher Driver Training; Phase III, Remedial Driver Training, and Phase IV, Hazardous Cargo/POL Training.

1-5 Responsibilities: The Battalion Commander will establish and supervise a driver training program encompassing the technical training set forth in this chapter. Unit commanders will:

- a. Ensure drivers are interviewed IAW 600-55.
- b. Ensure all newly assigned drivers are licensed within 90 days of their arrival in the unit (unless safety reasons or Drivers Academy class dates preclude meeting the time standards).
- c. Ensure drivers are properly licensed on the vehicles they must operate.
- d. Monitor records and the performance of the drivers to determine if a need for further training exists

1-6 Administration: Before being selected for driver training, individuals must be interviewed and evaluated by the unit commander to ensure soldier(s) are physically and mentally capable to attend drivers training. All pertinent health and personnel records will be screened to ensure personnel who admit to a health problem actually have a true problem. Results of screening must be recorded on the driver's DA Form 348. Upon completion of driver training, all training and dates will be recorded on the DA Form 348. Soldiers will successfully complete the appropriate portion of drivers training prior to being licensed to operate a task vehicle. Before a learners permit can be issued, the soldier(s) must have a valid USAREUR POV license. During the course soldiers will have an opportunity to take the USAREUR POV test before the 40-hour driving range. If they do not pass the test, it can be grounds for dismissal from the course. Attaining shotgun or stick miles prior to attending the academy is prohibited. Additionally, physical fitness training will be an intricate part of the driver's academy. PT is done on a daily basis to ensure that each and every soldier's level of fitness is maintained. Various strengthening and muscle endurance exercises, cardiovascular exercises, and conditioning exercises are incorporated in the normal allotted time for physical fitness.

1-7 DRIVER TRAINING CYCLE

The 181st Transportation Battalions Driver Training Cycle outlines the “cycle” of training that the battalion goes through to successfully train all newly arrived soldiers assigned to the battalion. (see figure 1-1 at the end of this section to see the cycle in action.)

A. Initial Training:

During this phase, between 1-30 days all newly assigned soldiers must attend this course in order for them to be able to be licensed. In this phase soldiers will receive training on the following topics: European road signs and German Law, PMCS, Accident procedures, Blocking and Bracing, Hand and Arm Signals, Ground guides, TAMMS, Air Brakes, and Strass (Road) Maps. Soldiers will receive written and hands-on test throughout the course and must maintain an 80% grade point average in order to graduate. All 88M's will attend the 2-3 week class and upon satisfactory completion, should receive a driver's learner's permit. All non-taskable drivers should attend the first three days of the driver course in order to receive a license on non-taskable vehicles. (i.e., TMP, HMMWV, 2 ½ Ton, 5 Ton Cargo, HEMTT, etc...)

B. Unit Training:

During this phase, between the 30-90 day period and after satisfactory completion of the initial phase, soldiers are sent to their individual units and will be assigned an experienced Army Motor Vehicle Vehicle Instructor (AMVI). The AMVI are extensions of the Battalion-Level Instructor Drivers (BID) that train the soldiers on vehicles in which they will be operating. Training will consist on, safe driving characteristics, maneuvering around obstacles, loading and unloading, putting the vehicle into safe operation and many others task that are associated with that type of vehicle. Soldiers practice crew drills and will perform support missions to build up their on the road driving experience. Depending on the vehicle, the students must attain a set number of driver and shotgun miles before they can be pre-tested by the Checkrider, an experienced AMVI assigned the duties of checking the proficiency of the student prior to be licensed on the vehicle. Once the level has been attained, then the unit License Examiner will checkride the soldier.

If the soldier successfully passes the “road test” then the soldier will receive an operator permit.

C. Sustainment Training:

During this phase, between 90-365 days and beyond, soldiers are periodically given a checkride on their ability to safely drive and operate their assigned vehicle in their respective units. Soldiers are given a checkride quarterly, semi-annually, or annually depending on their driver miles. Sustainment training is structured by using $\frac{1}{4}$ of sergeants time training to do low-density or Military Occupational Specialty (MOS) training to maintain proficiency in the soldiers own job skill. If the soldier fails to pass the checkride criteria, they will receive remedial training and their license will be temporarily suspended until standards are achieved. Certain driver skills are perishable, and safe-driving skills are one of them, it must be trained on regularly. The Driver's Academy will teach on a yearly basis, a 4 hour License Validation Course, touching on German Law, Road Signs and Basic Forms procedures. Unit and battalion safety day training is incorporated in teaching additional safety methods at the unit level. During the winter months, re-familiarization and winter driver training is necessary to emphasize the dangers associated

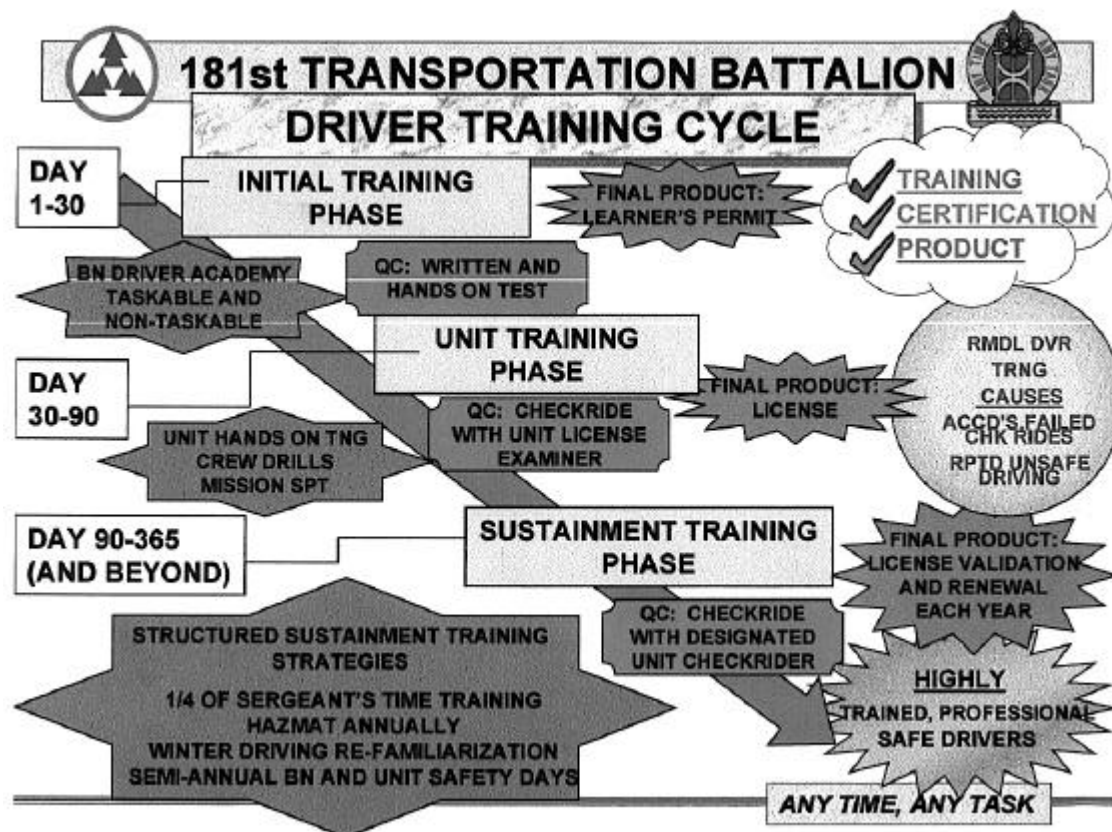


Figure 1-1**SECTION 2: INSTRUCTOR DRIVER PROGRAM**

The section discusses the concept of the Instructor Driver Program is to standardize driver instruction battalion wide, so that all newly assigned drivers are provided good, sound driving fundamentals and habits upon which they can develop their skills through experience and exposure to the European Highway System. Also to outline qualifications for and training provided to instructor drivers and periodically check drivers and driver training personnel to ensure that approved standards are being taught.

2-1 Purpose: To provide a program of instruction for teaching senior drivers.

2-2 Objective: Use standardized methods and procedures to train selected drivers to perform as Instructor Drivers.

2-3 Scope: All designated Instructor Drivers will be trained by the Battalion Level Instructor Driver using the procedures outlined in this chapter.

2-4 Definition: Army Motor Vehicle Instructors (AMVI) will be experienced drivers appointed on orders, selected and trained to instruct new drivers during the supervised driving phase. The Truckmaster must screen soldiers. Instructor drivers will be in the rank of Specialist and above, have at least 10,000 accident free miles (8,000 with a waiver approved by the Battalion Commander or Commandant); no DWI or alcohol related incidents and no driver-fault accidents. Exceptional candidates with experience must have waivers submitted to the Battalion Commander through the Drivers Academy. To outline qualifications for and training provided to instructor drivers.

2-5 Method of Evaluation: Candidates will be evaluated on their ability to accomplish and "teach" the tasks outlined in this chapter. The Battalion-level Instructor Driver is solely responsible for the final decision for pass/fail of AMVI candidates.

2-6 Responsibilities: Instructor Drivers (AMVI)

1. Will strive to remain current on approved training methods as provided to them by the Drivers Academy.

2. Train soldiers as outlined in this chapter.

3. Provide drivers within the unit with refresher training as directed by the license examiner.

2-7 Instructor Driver Training:

a. Battalion Drivers' Academy will conduct training of instructor driver candidates.

b. Instructor driver candidates must be rigidly screened and tested.

c. The following is a minimum POI for instructor driver candidates. The Battalion-Level Instructor Driver can add to this POI as required.

POI FOR INSTRUCTOR DRIVERS

SUBJECT	TIME	REFERENCE
1. German law	8hrs	U R Pam 190-34
2. Blocking, bracing and loading	2hrs	FM 21-305 FM 55-30 U R 55-48
3. Facts for drivers	1hrs	
4. AMVI Forms	2hr	This chapter
5. Application of training tectonics	16hrs	
6. Proper coupling procedures	1.5hr	FM 21- 305
7. Convoy Procedures	1hrs	FM 21-305
8. Brake PMCS	1.5hrs	This Chapter
9. Accident Factor Triangle	1hr	This Chapter
10. Drivers Error/Responsibility	2hrs	This Chapter
11. Braking Procedures	1hr	This Chapter
12. Before Ops Task	4.5hrs	This Chapter

13. Related Task	2hrs	This Chapter
14. During Ops Task	2.5hrs	This Chapter
15. After Ops Task	2hrs	This Chapter
16. Supervised Driving Phase	2hrs	This Chapter
17. NVD Training	8hrs	TC 21-305-2

2-8: Phase I: Basic Driver Training

1. General: All newly assigned 88M's will receive Phase I. Additionally, any non-task driver, requiring a license must attend a three-day course. This section provides guidance for establishing a Battalion Drivers Academy.

2. Objectives:

- a. To prepare the drivers for safe driving on European roads.
- b. To provide effective driving instructions, conserve training resources and instill a sense of accomplishment, self-pride, and unit spirit in student drivers.

3. Program:

- a. Basic Driving in Europe – This portion is designed to instruct drivers with little or no driving experience in Europe. Emphasis is placed on International traffic laws and on the hazards of driving in Europe.
- b. Non-Task Driver Training Program – This section is designed to ensure that all non-task vehicle operators and experienced 88M's (waivered only by the Battalion Commander) are trained in the proper maintenance and operation skills needed.
- c. Practical Driving Course – This phase is designed to familiarize the driver with "behind-the-wheel" experience of maneuvering the vehicle and trailer through a series of situations that can be expected in normal operations. Maintenance familiarization is included in this phase. Several types of truck/trailer combinations can be used. This level will be conducted at unit level.
- d. Hazardous Cargo Training – This training is designed to provide the driver with background information required for the safe transporting of hazardous cargo, dangerous substances, and bulk POL products. Annual refresher training will be conducted as well.

4. Organization:

- a. The Battalion Commander and Command Sergeant Major will appoint the NCOIC of the Drivers Academy.
- b. Suggested Driver Academy minimum staffing requirements:
 - (1) NCOIC/Deputy Commandant
 - (2) Chief Instructor
 - (3) A minimum of four (4) full-time instructors. Instructors for the academy will be selected with care. Professional attitude, background and knowledge of subject material are key aspects of the selection criteria.
 - (4) Whenever possible Instructor Drivers (AMVI) will be used to give instructions. This should be accomplished on a rotational basis. During the 40-hour Backing Range portion, it is mandatory that at a minimum of one AMVI with vehicle be present at the backing range to assist in training their soldiers as well.

5. Method of Instruction: During the course of instruction, every effort will be made to maximize the amount of practical exercise or hands-on type training. Whenever possible, classes will be separated into a period of conference or lecture followed by a demonstration and finally a practical exercise where the student will be able to actually perform the tasks. Care will be taken to avoid long conferences or lectures. Training aids should be utilized as much as possible and should fully support the program of instruction.

6. Program of Instruction: The basic driver-training course will consist of the program of instruction outlined below as a minimum. Individual classes may be lengthened or shortened depending on the operational mission of the battalion. SSG and below must attend this course prior to being licensed on any type of equipment. In addition, no soldier will attain stick miles or shotgun miles before attending this course as well. SFC and above that require an OF 346/DA Form 5984-E are not required to attend a driver course unless they want to attend at their own discretion. These individuals are considered non-taskable soldiers and they include Platoon Sergeants through the Battalion Commander. These personnel need a memorandum signed by the Battalion Commander that they are in these valid positions in order to be licensed on non-taskable vehicles only (i.e. HMMWV, M35A3, M923/M925, M978, etc.). Licensing procedures outlined in AR 600-55 applies.

POISUBJECTTIMEREFERENCES

**Introduction to Driving in
Europe, German Law and**

7.5 hrs

**USAREUR Pam
190-34**

Roadsigns

Safety	2 hrs	Bn SOP
Accident Reporting	2 hrs	AR 385-40
Accident Prevention	2 hrs	V Corps Reg
Drivers Forms and Documents	2 hrs	DA Pam 738-750
European Strasse Map	1.5 hrs	Drivers Academy SOP
Blocking and Bracing	3 hrs	FM 21-305
Characteristics of a HMMWV	2 hrs	Vehicle TM
Characteristics of a PLS/HET/M939 Series/M35A3	10 hrs	Vehicle TM
Air Brakes	2 hrs	TC 21-305-100
Backing Procedures	1 hr	FM 21-305 UR 385-55
Hands-On Training Backing Procedures*	40 hrs	181 st Trans Pam 600-55-1
Winter Drivers Training**	2 hrs	UR 385-55

*Students must have a Learners Permit before starting this portion of training.

**Only given in the winter months IAW UR 385-55.

7. Experienced Driver Training:

a. Newly assigned experienced operators must provide supporting documentation of a safe driving history. In the event that past records can not be located the soldier must obtain certified documentation from their last unit to attend the short course. A waiver must be submitted to the Battalion Commander for approval before attending this course.

b. Experienced drivers will be required to attend a three-day class of instruction (minimum) from the Battalion Drivers Academy to update and refresh the soldier's skills. The cadre will determine if additional training is required.

c. An experienced driver in the battalion may be licensed after the following conditions are met:

- (1) A waiver signed and approved by the Battalion Commander.
- (2) Attend a 3-day course given by the Drivers Academy.
- (3) DA Form 348 reflects an accident free driving record.
- (4) DA Form 348 reflects 20,000 accident free miles or shows experience through certified documentation.
- (5) Completes a minimum of 500 accident free miles with an AMVI.
- (6) Successfully passes a road test.

NOTE: Each driver will be evaluated on a case by case basis.

d. Non-task Vehicles - Occasionally 181st drivers are tasked to operate vehicles not commonly found in units (i.e. M978, M985, etc.). Drivers must be properly qualified on drive away commitment vehicles. Drivers will receive, at a minimum, the following training on Non-task vehicles. The most experienced personnel on equipment will give the training:

- (1) 2 hrs of training on PMCS and vehicle operating capabilities.
- (2) 2 hrs of hands-on range driving.
- (3) 4 hrs of practice in traffic.
- (4) A road test of a least 20 miles IAW AR 600-55.

8. Hands-On Training - 40 Hours:

a. This course of instruction is designed to give student drivers the feel of maneuvering a vehicle and trailer combination through a series of situations that simulate actual operational conditions. Each driver will be given an opportunity to maneuver each type of vehicle/trailer combination that he or she may be required to operate upon completion of the driving course.

b. Scope of Instruction - Utilizing all of the knowledge learned during the basic driving course; the student will perform the following:

- (1) Starting the engine and moving the vehicle forward and backward to become familiar with the coordinated use of brake, accelerator, etc.
- (2) Drivers will also receive extensive training on maneuvering to include forward, backing and parking.
- (3) The student will learn coupling and uncoupling of trailers, necessary electrical and brake connections.

(4) Instructors will stress the characteristics of the vehicles and trailers being used with particular emphasis on the dimensions of the vehicles.

NOTE: This training will be completed prior to licensing the driver.

2-9: Phase II: Refresher Training:

1. Refresher Driver Training is broken down into two classes, one for all drivers and one for drivers not following prescribed practices. Refresher training should be a minimum of four (4) hours consisting with a test on German Law/Road Signs. This should be a seminar type course, which will give drivers an opportunity to discuss their experiences behind the wheel. The instructor should act as a monitor and keep the dialogue going.
2. All drivers will receive refresher training at the 8,000-mile point. This is when the majority of the battalion's accidents occur. This training is an extension of the Drivers Academy program. This training will be given at the company level and documented on the soldier's DA Form 348.
3. If, during check rides or at other times, a driver is observed not following prescribed practices, that driver will attend refresher driver training. The training will be practical in nature and structured to the needs of the student. At the completion of this training, a check ride will be administered on an actual commitment.

2-10: Phase III: Remedial Driver Training (RDT):

1. This phase is designed to retrain, re-orient, and re-evaluate drivers who have performed poorly or have been involved in one driver-fault accident or two non-driver fault accidents. It may also be used to re-evaluate any driver who have been grounded pending a Commanders Evaluation. (ie...DWI, speeding, or any noted unsafe acts)
2. Drivers Academy will establish RDT courses for drivers involved in Army Motor Vehicle accidents poor driving habits, and DWI.
3. The minimum requirements for remedial training are:
 - a. 4 Hrs Training (Re-familiarization with International Laws/Road Signs, and Safety)
 - b. 500 Remedial AMVI miles.
 - c. Checkride.
4. Upon a successful completion of remedial training and proper documentation drivers will be reinstated with their driving privileges.

2-11: Phase IV: Hazardous Cargo Transport Training (HAZ-11):

1. It is USAREUR requirement that all assigned drivers be trained in transportation of hazardous cargo. This training is in addition to the training received in Phase I and is to be reflected on all appropriate paperwork.
2. All drivers and their supervisors will attend hazardous cargo transport training.
3. This class will cover the transporting of explosives and other dangerous articles in the European countries. As a minimum it will cover appropriate regulations, documentation, precautions and requirements of safe handling, inspection of vehicles, vehicle marking and identification. As a minimum the student will receive one hour of practical work on vehicle-trailer inspection procedures.
4. Drivers of vehicle hauling explosives and other dangerous cargo will be trained IAW the following regulations:
 - a. USAREUR Reg. 55-355, Chapter 17 will be required reading for all students.
 - b. USAREUR Reg. 55-1, United States Army Motor Vehicle Operations on Public Roads.
 - c. TM 9-1300-206, Chapter 6.
 - d. USAREUR Reg. 55-4, Joint Transportation of Dangerous Goods on Highways (ADR).
5. Instruct drivers and supervisors within the battalion involved with the handling and/or transporting of explosives and other dangerous articles on the following subjects:
 - a. Regulations.
 - b. Documentation.
 - c. Precautions.
 - d. Inspection of Vehicles (to include required equipment on the vehicle).
 - e. Vehicle Marking and Identification.
 - f. Classes of Explosive Hazards.
 - g. Table of Exemptions (minimum requirements).
6. The Hazardous Cargo Drivers Course will consist of minimum of 40 hours of instruction. The training will be conducted at the Battalion Driver's Academy. The course will include the subject matter outlined herein. Credit will not be given for courses completed in CONUS. Drivers must possess a valid military driver's license (OF 346/DA Form 5984-E) on a taskable vehicle for transporting hazardous material (i.e. HMMWV, M35A3, M923/925, etc), DA Form 348 and a Commander's Interview before attending this course IAW UR 55-4, APP "L".
7. Successful completion of HAZ-11 training will be recorded on the individuals DA Form 348. Personnel performing hazardous transport duties will have in their possession a valid military driver's license and ADR Certificate at all times NO COPIES.

2-12: Hazardous Cargo Refresher Training: The ADR is good for 3 years, but it's a 181st Transportation Battalion requirement that each soldier receive refresher training in Hazardous Cargo on an annual basis. This is necessary so that key criteria will remain fresh in the soldiers minds. This training will be given at the 181st Transportation Battalion Driver's Academy and will be a 1-day course. The POI for the course includes German Law and International Road Signs, Marking and Labeling of Packages & Vehicles, Main Hazards of Substances, Table of Exemptions, ULM and Vehicle Inspection. This training will be annotated on the driver's DA Form 348.

2-13 Instructor Driver Incentives:

1. Duty exempts if mission allows.
2. 1.5 miles per mile driven with a student.
3. 200 miles a day on 40 hr backing range.

SECTION 3: INSTRUCTION TO STUDENT DRIVERS

This section outlines the procedures that the Army Motor Vehicle Instructor (AMVI) must accomplish in order for the successful training of the student driver. Having proper training techniques and a vast understanding of the vehicle that is being trained on is essential for the proper instructional learning tools needed in order to make a good driver an excellent driver.

3-1 Purpose: To provide instructor drivers with procedures for training student drivers during the supervised driving phase.

3-2 Objective: Use standardized methods and procedures to produce student drivers fully qualified to pass the final road test as administered by a qualified license examiner.

3-3 Scope: Instructor drivers will use these procedures in the two stages of the supervised driving phase: Basic Driver Training Exercises and Student Trips.

3-4 Method of Evaluation: Instructor drivers will be evaluated by the ability of the student driver to pass the final road test as administered by a qualified license examiner.

3-5 Introduction: This Instructor Driver Training Manual contains a set of procedures to guide you in teaching student drivers. The lesson plans were based on Army publications, as well as input from senior drivers. Each stage of supervised driving is broken down into duties, which are further subdivided into task, condition, and standards. The stages of supervised driving follow a logistical order designed to train student drivers starting with basic control of the vehicle in an off-road environment, and progressing to the more difficult stages only when the fundamentals have been mastered. The bulk of the manual consists of guidance to accomplish the tasks that make up the two stages of supervised driving.

3-6 General Instructions: The tasks in this manual describe specific things that you must teach to student drivers to successfully complete supervised driving phase. For the most part, your instruction will be given outside the classroom. The following should be used as instructional guidance:

(1) Review Objectives: Before teaching any subject, read the task, condition, and standard for each. Remind yourself what each task are trying to accomplish, so that you can adapt the lesson to battalion needs and your own experience. This will also allow you to answer students questions without discussing items that are covered in another task.

(2) Review Content: You can't teach what you don't know. Before teaching any unit, go over the applicable section in the Instructor Driver Program of Instruction. Allow yourself two hours for each hour on instruction. If some points are unclear, check with the standardization instructor driver or more experienced instructor drivers.

(3) Rehearse: After you are thoroughly familiar with the subject you are going to teach, rehearse your talk and what questions you will ask. Time yourself.

(4) Involve Students: The quickest way to bore students is to do all the talking yourself. Even though students may not have driven a tractor-trailer, PLS or HET, they are all drivers and have experiences. Try to ask questions that will draw information out of the students. They will remember it longer if they had to try to come up with an answer in the first place.

(5) Maintain Eye Contact: Try to keep eye contact with the students; don't keep your nose buried in the outline. That is why it is important to rehearse your lesson. The more you teach, the easier this will become.

(6) Maintain Control: Whenever a number of vehicles operate in the same area simultaneously, it is essential to maintain a high degree of control to ensure safety and effective learning. A set of range operating procedures must be established, and deviations punished.

(7) Limit Demonstrations: Instructor driver demonstrations usually precede student off-road activities. The purpose of the demonstration is to show students how to carry out the exercise, not how to perform the task. They are supposed to learn how to perform the task in the classroom. One demonstration is usually sufficient. Any more time spent on demonstrations subtracts from the time available for student practice.

(8) Keep Students Challenged: Students develop proficiency most quickly when the task is a little bit more than they can easily handle. To maintain a high rate of learning,

(9) Adjust Practice to Need: The amount of practice for proficiency will vary with the student, to ensure all students reach proficiency, practice time should be varied among students. When students reach proficiency, their time should be reduced and given to the less proficient students.

(10) Stick to Objectives: Most of the practices in traffic tasks are designed to achieve a specific set of objectives. These objectives concern safe operating practices in such areas as autobahn driving and backing. Students have received the theory in class - your job is to make sure they put to use the theory in the real world. The street lessons have been designed to build on prior street lessons. Exposure must run from the simple to the complex.

(11) Provide Feedback to Students: Throughout the Practice in Traffic Phase, the Instructor Driver must note and record errors made by the student, using the provided checklist. The purpose of the checklist is mainly to remind the Instructor Driver of the errors the student has made. When critiquing the student driver's performance, you should try to recall the error, where it was made, and what the correct behavior should have been.

The checklist is not intended to rate driver performance. Instead of telling the student when errors are made, it is better to wait until you have the driver's full attention. This does not mean that you can't provide encouragement when the student driver does something right, you might want to save the recommendations for extraordinary situations that are handled well.

(12) Vary Times Behind-the-Wheel:

- a. Experience: Inexperienced drivers tire quickly because of nervousness. Increase exposure time as they become used to operating in traffic.
- b. Driving Conditions: Heavy traffic, bad weather, and other stressful conditions cause fatigue. Reduce driving time under such conditions.
- c. Proficiency: Give the more proficient student less time, and offer more time behind the wheel to the less proficient driver.

3-7 Supervised Driving Phase: The Supervised Driving Phase is the most critical stage in the training of new task vehicle drivers. The material presented here will ensure that the training results in a safe and efficient driver. This phase has been divided into two parts: Basic Driver Training Exercises and student trips. Every effort must be made to assign one student to one Instructor driver particularly for the last two parts. In a complete driver training program it is important that student drivers have the opportunity to practice the driving techniques learned in the Academy, and those described in this manual, under the supervision and guidance of the best drivers in the battalion.

(1) Supervised Driving Miles:

a. Each student will accumulate a required number of supervised miles as prescribed in this section.

b. Student trips are designed to develop the student's ability to handle a tractor/trailer during complex situations found on the streets and autobahns. Student drivers will receive the following minimum training:

	PLS	HET	M 931
• Shotgun Miles	250	250	250
• Driving Miles	2000	2500	2000

NOTE: The above requirements may be reduced for drivers with prior experience.

c. The Instructor Driver, Check Rider, or the License Examiner is in charge of the vehicle even when the student is senior in grade.

(2) While the Instructor Driver is responsible for training the student driver in all aspects of driving, the following areas will receive special emphasis because they are the causes or locations of most of the battalion's accident:

- a. Backing.
- b. Turning.
- c. Determining Clearances
- d. Autobahn Driving.
- e. Winter Driving.

3-8 Basic Driver Training Exercises

Purpose: To provide training in an area with minimum risk to equipment, students, and the public.

Objective: To provide training exercises in the maneuvers that must be mastered by every professional driver in order to safely handle common driving problems.

Scope: Each student will practice backing maneuvers as outline in this section and is tested on it. These maneuvers will be taught at locations that reduce the hazard to others to a minimum. Battalions should consider such areas as parking lots, motor pools.

Note: Students must successfully complete the Basic Driver Training Exercise before they begin the student trips. The license examiner will administer the range test. Students with prior task vehicle experience can be waived of this requirement on a case-by-case basis (i.e. 20,000 accident free miles in tractor/trailer, been away from 3rd COSCOM for less than 24 months, prior AMVI experience, etc.)

Scoring System: The Range Test serves as the criteria to determine whether the student is ready to advance to the next stage. Each exercise is scored in terms of specified performance measures chosen on: (1)- the ability to test examiners to take accurate measures, and (2)- the importance of vehicle handling and safe operation.

The three standard measures are:

1. Motion Control: The number of stops and direction changes.
2. Contact: Violating and boundaries of the exercise area. Scoring covers:
 - a. Touches: Operating with wheels on boundary.
 - b. Hits: Bumping into a barrier constitutes failure of the entire event.
 - c. Exceeds boundary: Operating with vehicle wheels over the boundary, or vehicle body extends over the exercise boundary even when wheels remain in.
3. Distance: Location of vehicle on completion of the exercise. Scoring is based on distance in feet or inches; measurements are always taken from front, rear, or side of vehicle, not from tire/wheel position.

Scoring: All events must be passed. Additional tests in failed events may be given at the discretion of the examiner.

Exercise Instructions: Instructions should be given in a manner that ensures students completely understand the requirements for the exercise. The following guidelines should be followed:

- a. Use the wording provided for individual exercise instructions.
- b. Give the instructions the same way each time the Range Test is given.
- c. Look at the student as you give instructions.

- d. Talk loud enough to be heard over vehicle noise or shut vehicle down.
- e. Give instructions without reading them.
- f. Ask students if they understand.
- g. Answer any questions, and repeat instructions if students appear uncertain.

3-9 Backing:

TASK: Train students in the basic backing maneuvers.

CONDITION: Using tractor/trailer in an off-road area such as a backing range, motorpool, or loading dock.

STANDARD: Instructor will demonstrate the correct procedures for backing, straight line, alley dock, parallel park, jackknife, backing left and backing to the right or blind side.

OBJECTIVES:

- a. To reduce the most common cause of accidents.
- b. Develop ability to coordinate speed and direction controls to maintain desired path while backing.
- c. Develop ability to judge side, rear, and overhead clearance and path of trailer.
- d. Teach the hazards of backing, the importance of avoiding unnecessary backing and blind-side backing, and the importance of checking the areas prior to backing and using a ground guide.
- e. Inform student that all-backing accidents are avoidable, and that more accident free miles have been lost because of a moment of careless backing. Inform student of the need of a ground guide.

3-10 INSTRUCTOR DRIVER POINTS:

- a. Divide students into groups of three or less to one instructor driver.
- b. Begin with backing in a straight line since it is fundamental to other backing maneuvers.

c. Restate the steering principles: steer in opposite direction of desired trailer path, the rear tractor axle serves as the trailer steering axle. The process of backing involves a combination of jacking the trailer, and then chasing it with the tractor once the trailer is going the correct direction. Ground guide when necessary.

d. Remember: front tractor wheels turned left, trailer goes right, front tractor wheels turned right, trailer goes left.

e. Remember: the front swing of your tractor can cause the tractor to collide with other obstacles.

3-11 STRAIGHT LINE BACKING

Exercise Layout:

Layout dimensions:

Lane length -- 150 feet

Lane width --- 11 feet

Start and finish line -- 11 feet long, 3-6 inches wide

Required material:

Line marking material for delineating lane boundaries as well as the starting and stopping lines (e.g., tape, chalk, etc.)

Four cones or similar type objects (start and finish line identification).

Exercise Setup:

The lane boundaries are placed parallel to each other 11 feet apart extending 150 feet.

The start and finish lines extend across the width of the backing lane (11 feet). The line ends are marked with cones or similar type objectives placed on either side of the line (allows student to easily see location of line from the cab).

Exercise Instructions:

Position vehicle so back of trailer is at the starting line.

Begin maneuver when I give you a hand signal or voice command.

Back vehicle through entire 150-foot lane staying within its boundaries, without stopping.

Maneuver will be complete when vehicle crosses finish line.

Scoring:

Motion Control--Completes exercise without stopping.

Contact--Does not touch lane boundaries.

3-12 ALLEY DOCK

Exercise Layout

Layout dimensions:

Street length - 150 feet

Street width -- 60 feet

Dock depth --- 20 feet

Alley width --- 11 feet

Required material:

Tractor with trailer

Line marking material for delineating street boundaries

Five barricades (alley dock construction)

Exercise Setup:

The street boundaries are placed parallel to each other 50 feet apart and extending 150 feet.

Each side of the alley dock is composed of two barricades placed end to end. Sides of the alley are parallel to each other 11 feet apart perpendicular to the street boundary delineation's. The fifth barricade is placed at the end of the alley dock splitting the

difference between the two sides. The entrance to the alley is even with one of the street boundary delineators.

Exercise Instructions:

Position vehicle on the side of the street opposite the alley dock staying within street delineation.

After I give you a hand signal or voice command, back the vehicle with as few stops and direction changes as possible into the alley between the barricades, stopping as close to the dock as possible without hitting it.

The maneuver ends when vehicle comes to a complete stop at the end of the alley.

Your (student) should complete the maneuver as quickly as possible while keeping the vehicle under control, and without making mistakes.

Scoring:

Motion Control--Makes no more than four direction changes and/or stops.

Contact--Touches boundary no more than two times. Hits no barricades or exceeds boundary no more than one time.

Distance--Stops vehicle 24 inches or less from back of dock.

3-13 PARALLEL PARKING

Exercise Layout

Layout dimensions:

Street length -- 20 feet

Parking space - 60 feet long, 8 feet 6 inches wide

Required materials:

Line marking material for delineating street boundaries.

Two barricades (construction of parking space).

Exercise Instructions:

Park in this space.

After I give you a hand signal or voice command, back vehicle.

Stop trailer within parking space as close to curb as possible with the tractor in a jackknife position.

You should complete the maneuver as quickly as possible, while keeping vehicle under control, and without making mistakes.

Scoring:

Motion Control--Makes no more than six direction changes and/or stops.

Contact--Touches the curb no more than two times.

Distance--Parks trailer parallel to and no more than 24 inches from curb throughout length of trailer.

3-14 CONTROLLED STOP

Exercise Layout

Layout dimensions:

Vehicle start point -- at least 100 feet from stop area.

Stop line -- at least 11 feet long, 3-6 inches wide.

Required material:

Line marking material to delineate stop line.

Three cones (or similar objects) to identify start point and stop line.

Exercise Setup

A cone is placed straight away from the start point.

The material(s) use to delineate the stop line is placed on the exercise area (11 feet long, 3 - 6 inches wide).

Exercise Instructions

Begin at the start area (i.e., cone).

Approach the stop line moving forward, maintaining a normal driving position, adjusting the speed as required.

Stop vehicle as close as possible to stop line and hold vehicle in that position; DO NOT creep or move forward after stopping.

Make one stop only and hold position until I tell you to move.

Stops vehicle 18 inches or less from stop line.

Does not touch or exceed stop line (Measurement should be made from the near edge of stop line to closest point on the front bumper excluding boltheads, license plates, or license plate brackets.)

Clearance exercises.

A stopline can be added to the Offset Alley exercise approximately 25 feet past the last alley. The decision line in the Overhead Clearance exercise can be utilized for the Controlled Stop also.

3-15 SERPENTINE

Exercise Layout

Layout dimensions:

Street length -- 275 feet

Street width --- 50 feet

Distance between obstacles -- 60 feet

Start/finish line -- 11 feet long, 3 - 6 inches wide

Required material:

Line marking material for delineating street boundaries as well as the start/finish line.

Three drum shaped obstacles approximately 2 feet in diameter.

Two cones (marking ends of start/finish line).

Exercise setup:

The lines or cones used to delineate street boundaries are placed parallel to each other 50 feet apart, extending 275 feet.

Obstacles are placed in a straight line in the center of the street. Placing the first obstacles 75 feet from the start/finish line with 60 feet between obstacle thereafter leaves 80 feet between the last obstacle and the end of the street.

Exercise Instructions

Position front of vehicle at the start/finish line facing exercise course.

Begin maneuver when I give a hand signal or voice command.

Move vehicle in a figure 8, serpentine motion forward around the obstacles. Don't stop.

Stop vehicle at end of course (wait until I have changed position).

Shift into reverse and begin backing when I signal (hand or voice command).

Starting on the opposite side of the last obstacle, back the vehicle in the same type motion through the course.

The maneuver ends when trailer crosses start/finish line.

You should complete the maneuver while keeping the vehicle under control, and without making any mistakes.

FORWARD:

Motion Control: Completes exercise without stopping

Contact: Completes exercise without touching or hitting barriers or touching or exceeding street boundary delineators.

Time: Completes exercise in 60 seconds or less. (Timing begins when tractor crosses start/finish line and ends when vehicle comes to a complete stop to shift into reverse.)

BACKWARDS:

Motion Control: Makes no more than 4 direction changes and/or stops.

Contact: Touches boundary no more than two times.

Position of Examiner

Forward -- (1) middle of the street, approximately 15 feet beyond the end of the street.

Backward -- (2) middle of the street, approximately 15 feet behind start/finish line.

3-16 PRE-TRIP INSPECTION

Exercise Layout

No specific layout required. However, vehicle should be modified to include at least five problems for student to identify.

Exercise Instructions

Begin pretrip inspection when I tell you.

As you inspect the vehicle components, tell me what you are looking at (or for) and what the conditions or reading of the component is.

The inspection will end when you tell me that you are finished.

ITEMS TO BE INSPECTED

Approaching Vehicle

1. Note General Conditions.
2. Leaks (oil, coolant, grease, and fuel).

Under Hood

1. Oil Level
2. Coolant Level
3. Power Steering Lines
4. Belts
5. Leaks (Engine Fluids)
6. Wiring

Inside Cab - Engine Running

(Instruments)

1. Oil Pressure
2. Ammeter/Voltmeter
3. Coolant Temperature
4. Engine Oil Temperature
5. Air Pressure
6. Warning Lights and Buzzers
7. Windshield Washer Fluid Level
8. Horns
9. Windshield Wiper/Washer
10. Lights
11. Mirrors and Windshield
12. Emergency Equipment
13. Battalion Reflective Plate
14. Fire Extinguishers

3-17 COUPLING

Exercise Layout:

No specific layout required.

Exercise Instructions:

Begin coupling maneuver when I tell you.

You should complete the task-keeping vehicle under control and without making mistakes.

Criteria: Makes 3 or less direction changes and/or stops.

Scoring: Couples tractor/trailer IAW coupling procedures outline in this chapter.

3-18 UNCOUPLING

Exercise Layout:

No specific layout required.

Exercise Instructions:

Begin uncoupling maneuvers when I tell you.

You should complete the task-keeping vehicle under control and without making mistakes.

Criteria: Makes 3 or less direction changes and/or stops.

Scoring: Uncouples tractor/trailer IAW uncoupling procedures outline in this chapter.

3-19 The Instructor Driver Should Remember the Following:

1. The student is under considerable tension and every effort should be made to put the

2. Explain what is expected of the student and describe the major points that will be checked.
3. Keep conversation with the student at a minimum.
4. Give necessary instructions and directions in enough time for the student to perform the required maneuvers in a safe manner.
5. Point out any unsatisfactory operations as it occurs. A note should be made of it and it should be discussed at the end of the run.

3-20 TASK: Vehicle Inspection

Procedure: Demonstrate the before operations tasks as stated in the standards for the first two days of instruction. After that, observe the student as he performs the task.

Emphasize:

- a. Inspection of wheels, tires, and brakes. Make sure the student understands that defects must be corrected before leaving the area, and that he knows how to get repairs made.
- b. Inspection of the fifth wheel and trailer skid plate. A space between the skid plate and fifth wheel indicates warpage. Insufficient grease on the fifth wheel result in difficult vehicle handling.
- c. Checking air pressure. Make sure the student understands that the M931/ HET uses air pressure to shift gears and to stop. Any time air pressure drops below 100 psi, the driver should stop in a safe place and correct the problem.
- d. Checking height and security of load. It is critical that the student understands that the driver is responsible for the load. If the driver does not like the way the load is secured, as to see the TM for that load. If the shipper cannot show the TM and will not secure the load to the driver's satisfaction, the driver will call battalion S-3 or unit operations and explain why the load is unsecured. If the S-3 or unit operations cannot resolve the issue, do not pull the load. Make sure the student understands the purpose of the cargo height-sighting device and knows how to use it. The student must be made to understand that he will be held responsible for the load once it is pulled.

3-21 TASK: Three-Mile Check

Procedure: The student driver must be taught to make a thorough vehicle inspection before leaving the motor pool. Once on the road, he should be taught to make a test of all

vehicle systems to determine if the vehicle is properly loaded and responding satisfactorily. A professional driver will return to the company if serious deficiencies are noticed.

Emphasize:

- a. Checking for excessive play in the steering wheel, or excessive resistance.
- b. Checking that brakes work and release properly, and that they don't pull to the left or right.
- c. Checking to see that the trailer is properly aligned behind the tractor when traveling in a straight line, and that the trailer does not sway too much after completing a turn.

3-22 TASK: Teach Routine Driving Tasks

Procedure: Demonstrate proper techniques as stated in the Standards for Moving and Stopping, Turning, Following, Passing, and Merging with Traffic. The Instructor Driver should thereafter observe the student as these tasks are performed.

Emphasize:

- a. Proper right turn procedures at intersections. Always signal and reduce speeds. By veering slightly to the left, the trailer will block your lane and keep following vehicles from cutting in behind you in your blind spot. This happens often in Germany. Also make sure the student understands that the trailer follows the tractor on a shorter path in turns and will result in the trailer running over the curb and knocking down sign and light posts.
- b. Driving in curves. Believe the posted speed limits. Remember that the maximum speed limit for 5-ton trucks on secondary roads is 35 mph. Once in the curve, keep to the outside portion of your lane and avoid making steering corrections. Check your mirrors to make sure the trailer does not drift over the center. On autobahn curves, there is a tendency for the trailer to "walk out" in the opposite direction of the arc of the curve because of the inertia of the moving trailer.
- c. Handling downgrades. Professional drivers consider downgrades as one of the most dangerous routine driving situations. The driver should not start down the grades any faster than he plans to go at any point on the hill. Use engine resistance as the primary braking force while going downhill. Stop and inspect braking systems and tires before starting down long, hazardous hills.
- d. Proper braking and stopping. The student must understand that stopping distances are a function of speed, road surface conditions, weight, condition of brakes, and driver reflex. Proper braking is a major factor in safe and efficient vehicle operation. Use down

shifting whenever possible. Proper braking will be accomplished by using the right foot on the foot brake - this applies brakes to the tractor and trailer at the same time and results in automatic deceleration. The Johnson Bar will not be used to stop the vehicle. Remember that maximum braking power is achieved just prior to wheel lockup; once the wheels lock, there is no directional control.

e. Proper speed and following distance. Remember that the autobahn speed limit for 5-ton trucks is 40 mph and the secondary road limit is 35 mph. The rule of thumb for safe following distance on dry roads is: using the 6-2-1 rule. The truck driver can see much farther ahead than an automobile driver - teach the student to look ahead and use their greater field of view to anticipate such problems as construction zones, merging traffic, and traffic jams.

f. Proper backing procedures. Backing accidents are among the most common types of accidents in the battalion, and the easiest to avoid. First, teach the student to avoid backing whenever possible. Back to the left whenever possible because of greater visibility. Walk around vehicle before backing. Post a ground guide in this order of reference: another driver, military personnel, and civilian personnel. Back slowly, scanning all mirrors. Remember that posting a ground guide does not relieve the driver of responsibility.

g. Handling autobahn ramps. Ramps are the sites of far more than their share of accidents. Part of the reason is the tight curves on the autobahn ramps. Tractors/trailers/PLS have a much higher center of gravity than automobiles, therefore the point at which rollover can happen is much lower for tractors/trailers. On tight curves with a high load, a tractor/trailer/ PLS can rollover at speeds as low as 20 mph, particularly if the driver brakes or makes sudden steering changes. Students must be taught to slow down during the exit so that little braking is required while in the curve. On entrance ramps, use the approach lane, if any, until it is safe to enter the right hand lane. While autobahn traffic will often move to the left to let you in, don't count on it. Give the student plenty of practice driving on ramps.

h. Winter driving. Driving in snow, ice, rain, and fog is something every driver will experience while driving in Germany. The Instructor Driver must remember that many students come from parts of the U.S. where such weather does not occur. While it is difficult to explain how to drive in such weather, there are certain tips that can be passed. First make sure the student drains the air tanks daily to prevent freezing. Second, it is essential that you impress upon the student that vehicle speed must be reduced in bad weather. Explain one of the most dangerous driving conditions - black ice. It is perfectly transparent ice on the road and very difficult to detect since it cannot be seen. To compensate for it, the driver must know where it is likely to form. These places include underpasses, the lower sides of curves, dips, and any shady place where water might collect. The driver should be aware that at night, when the temperature falls, places that were safe during the day might be covered with black ice. Finally, make sure,

the driver understands that if weather conditions are hazardous, the decision to continue driving is up to the soldier.

3-23 STUDENT TRIPS

Purpose: To provide Instructor Driver with POI for the daily training and evaluation of student drivers on long trips.

Objective: To develop student driver's abilities to handle tractor/trailers/ PLS/ HET over an entire commitment.

Scope: This POI will be used by Instructor Drivers to prepare student drivers in all driving tasks and incidental operations such as loading, paperwork, inspection, refueling, and breakdown procedures.

Methodology: Instructor Driver effectiveness will be measured by the student driver's ability to pass the final road test as administered by a qualified License Examiner.

Discussion: The Student Trips cover longer commitments and provide the student with the opportunity to put into practice, under supervision and instruction, everything that he has learned. At this stage, the student should be well grounded in the handling of his equipment, although some additional instruction and assistance may be required. Much of the instruction will be on the admin duties required from drivers. The following list covers the general areas on performance and knowledge on which the student must be checked:

- a. Reporting for work: Make sure the student knows the company procedures on where and when to report for work. Does he know who to report to and how to determine the destination point(s) and the best route?
- b. Paperwork: Make sure the student knows where to receive the operations order and trip ticket and how to complete them. Does the student know how to determine destination point(s) and the best route?
- c. Inspection of equipment: Make sure the student knows how to systematically inspect his equipment and understands the importance of that inspection. Does he know how to complete a DA Form 5998-E ULLS for deficiencies? Does he understand the necessity of having defects corrected before leaving the motor pool? Does he know how to get repairs done?
- d. Operation of the Vehicle: Does the student drive in a safe and efficient manner? Does he handle the equipment properly? Does the student remain alert while driving? Make sure you acquaint the student driver with special features of each route such as hazardous intersections, the best routes to shippers and customers, and rest stops.

e. Duties at completion of run: Does the student know how to park the vehicle, how to make equipment inspections, where to turn in the OPORD, trip ticket, and TCMD? Does he know how and where to refuel the vehicle? The Instructor Driver should alternate behind the wheel with the student, particularly at the start of training. This will help put the student at ease as well as provide the Instructor Driver with an opportunity to give instruction on special conditions and hazards when the student can concentrate on the instructions. While you are driving and giving instructions, watch the reactions of the student to your instructions, and see if he remains alert to traffic conditions even when not driving. You should change places at least twice during the trip. This will give the student a chance to relax and absorb the instruction you have given. After each rest period, student performance should improve.

The Instructor Driver should be sure to introduce the student to other drivers, TT personnel, and any others with whom the student will be working.

There will be a minimum of 10 student trips to include one RON. The instructor Driver must work closely with the Truckmaster to arrange for selected routes; these routes should all be day-long commitments, starting with easier runs and working up to the more difficult runs.

At the completion of each Student Trip, the Instructor Driver will complete a student Trip Report. The report will include written comments on the student's strong and weak points. These reports serve as a gauge of the student's progress and will remain a part of his record.

The Instructor Driver's judgement of the student driver is the major factor as to whether or not the student is forwarded to the Checkrider and License Examiner for the Final Road Test. That judgement must be based on the student's ability to handle the equipment, character, attitude toward military rules and regulations, compliance with traffic laws, and his attitude toward safety. Strict judging by these criteria protects the driver and the public from accidents due to lack of skill or improper attitude, and protects the reputation of the Instructor Driver.

SECTION 4: STUDENT DRIVER TASKS

This section discusses the various tasks associated with training of the student driver. There are 4 basic areas: (1) The Before Operation tasks encompasses what the student driver must do before operating a vehicle operation. (2) The During Operation tasks encompasses what the student driver must accomplish while the truck is in motion, all this is done from point of embarkation to destination. (3) The After Operation tasks are those tasks that a driver must accomplish to ensure that the vehicle(s) is ready for the next mission. (4) Related tasks are nothing more than presenting yourself as a professional soldier at all times. These tasks are paramount to the overall success of the 181st Transportation Battalion's mission.

4-1 BEFORE OPERATION TASKS

1. Student driver must successfully complete these before operations tasks.

Task Number	Task
1	Receive and complete operations order
2	Receive and complete trip ticket (DD Form 1970 / DD Form 5987E)
3	Perform before operation Preventive Maintenance Checks and Service
4	Check driver's packet for completeness
5	Check vehicle BII for completeness and serviceability
6	Identify potential mirror blind spots
7	Start vehicle according to the existing weather conditions
8	Warm engine
9	Perform before operations PMCS inspection on trailer
10	State the width, height, and weight of load
11	State the limits of load transport
12	State the characteristics of the transport vehicle
13	Plan a truck route on a road map
14	Determine that load is secure

- 15 Check tarp placement and sideboard serviceability

BEFORE OPERATION TASKS

1. TASK: Receive and complete operations order.

STANDARD: You must complete all required portions of the operations order utilizing the steps listed below. All entries must be legible.

STEPS FOR ACCOMPLISHING TASK:

- a. Receive operations order from squad leader.
 - b. Determine destination.
 - c. Determine how many stops are required.
 - d. Determine priority of cargo.
 - e. Determine required delivery date (RDD).
 - f. Determine reference number.
 - g. Make sure individual giving safety briefings signs operations order.
 - h. Sign operations order and date.
2. TASK: Receive and complete trip ticket (DD Form 1970 / DD Form 5987 E).

STANDARD: You must complete all required portions of the trip ticket utilizing the steps listed below. All entries must be legible.

STEPS FOR ACCOMPLISHING TASK:

- a. Receive trip ticket from dispatcher.
- b. Make sure dispatcher's signature is on trip ticket.
- c. Sign in the block for operator's signature using payroll signature.
- d. Ensure time out and mileage is entered before mission.

- e. Ensure point of departure and destination(s) is entered.

3. TASK: Perform Before Operation Preventive Maintenance Checks and Services (PMCS) on vehicle.

STANDARD: You must perform before operation PMCS with applicable vehicle TM. You must inspect the vehicle and record all faults, not correctable within the operator's level of maintenance, on DA Form 5988E within 45 minutes. This time does not include time spent on correcting faults found. The following steps are minimum.

STEPS FOR ACCOMPLISHING TASK:

- a. Check general condition of vehicle exterior.
- b. Check tires for damage and inflate, as necessary.
- c. Check for fuel, oil, and water leaks.
- d. Drain fuel filters.
- e. Check fuel tanks for contamination, fuel level, and strainer in filter neck.
- f. Check surge tank/radiator for coolant level.
- g. Check engine oil level.
- h. Check engine components.
- i. Check battery fluid levels, condition of box, clamps, and hold down frame.
- j. Clean light lenses, reflectors, and check operation.
- k. Ensure all appropriate publications are with vehicle and are up to date.
- l. Check horn for proper operation.
- m. Check engine idle speed, and listen for unusual noises.
- n. Check operation of instruments.
- o. Check steering for unusual free play and binding.
- p. Check power steering reservoir oil level.

- q. Check service and handbrakes for proper free travel and adjustments.
- r. Check transmission and transfer selector levers action.
- s. Check winch for proper oil level, condition of cable, hood and shear pin.
- t. Check fifth wheel mounting, operations of locking plunger lever, plunger, and coupling jaws.
- u. Check circuit breakers in cab. (if applicable)
- v. Check and adjust mirrors.
- w. Check and adjust seat.
- x. Clean delineator plates.

4. TASK: Check driver's packet for completeness.

STANDARD: Check driver's packets to determine if the mandatory items listed below are present.

MANDATORY ITEMS:

1. Commercial road map.
2. Vehicle recovery map with instructions.
3. Bilingual requests for assistance.
4. Blank SF 91.
5. Blank DD Form 518.
6. FM 21-305.
7. Appropriate vehicle technical manual.
8. Drivers comment sheet.
9. USAREUR Reg 385-15.
10. Extract from USAREUR Regulation 55-355.

11. Telephone listing with instructions.
12. Sample TCMD and blank TCMD 1384 Forms.
13. Metric speed conversion table.

5. TASK: Check vehicle BII for completeness and serviceability.

STANDARD: You will check the vehicle BII in accordance with the standards developed by individual commanders.

6. TASK: Identify potential mirror blind spots.

STANDARD: You will check and identify the areas listed below as blind or non-blind spot areas.

STEPS FOR ACCOMPLISHING TASK:

- a. Check rear duals.
- b. Check around all corners.
- c. Check right front and bumper.
- d. Check directly behind trailer.

7. TASK: Start vehicle according to the existing weather conditions.

STANDARD: You will start your vehicle utilizing the steps listed below:

STEPS FOR ACCOMPLISHING TASK:

- a. Make sure seat is adjusted for easy manipulation of vehicle controls.
- b. Check to make sure parking brake is set.
- c. Check to see if transmission is in neutral or park.
- d. Pull choke out (if applicable).
- e. Engage starter (No more than 15 seconds).

f. Never speed engine more than 1000 RPMs until oil gauge is at normal operating PSI. (60-80).

g. Use ether button only if necessary, in accordance with dash 10, for cold weather starts.

h. Never override the starter.

8. TASK: Warm engine.

STANDARD: You will warm the vehicle's engine by running it idle for a period of 5 minutes.

9. TASK: Perform before operations PMCS inspection on trailer, driver must perform PMCS even though trailer is being taken from motor pool.

STANDARD: IAW applicable TM, you must inspect the trailer and record all faults, not correctable within the operator's level of maintenance, on DA Form 5988E.

STEPS FOR ACCOMPLISHING TASK:

- a. Check serviceability of tires.
- b. Check serviceability of lights.
- c. Check serviceability of brakes.
- d. Check exterior condition.
- e. Check intervehicular cable.
- f. Check air lines (hose).
- g. Check tarp for serviceability. Do not pull trailer unless trapped.
- h. Do not pull trailer without mud flaps and delineator plates.

10. TASK: State the width, height, and weight of load.

STANDARD: You will state the width, height, and weight of your load as stated on the TCMD or manifest with 100 percent accuracy.

11. TASK: State the limits of load transport.

STANDARD: You will state the limits of load transport as stated on the reverse side of your operations order with 100 percent accuracy.

12. TASK: State the characteristics of the transport vehicle.

STANDARD: You will state the characteristics of your vehicle as stated on the data plate and in the appropriate TM.

13. TASK: Plan a truck route on a road map.

STANDARD: You will be able to locate the items listed below and explain how the location was accomplished.

ITEMS TO BE LOCATED:

- a. Your location.
- b. Your destination.
- c. The shortest distance by major road from location to destination.

14. TASK: Determine that load is secure.

STANDARD: You will follow the steps listed below to determine if load is secure.

STEPS FOR ACCOMPLISHING TASK:

- a. Visually inspect load.
- b. Check chains and tie-downs.
- c. Check binders and blocking.
- d. Check sideboards for interlocking.
- e. If you have doubts, call battalion operations.

15. TASK: Check tarp placement and sideboard serviceability.

STANDARD: You will check that the tarp is tied down properly and that sideboards are serviceable and interlocked.

4-2: DURING OPERATION TASK

1. Student drivers will successfully accomplish these during operations tasks:

Task Number	Task
1	Use seatbelts
2	Select gear for load
3	Give proper signals
4	Make a smooth start
5	Use trailer brakes properly
6	Operate the "Jacob's Brake" on the PLS/HETS series vehicles
7	Stop a vehicle in motion properly
8	Maintain adequate and constant speed
9	State and execute proper following distance
10	Cross railroad crossing properly
11	Prevent creeping or drifting when stopped
12	Maintain proper speed
13	Execute turns properly
14	Start vehicle properly on an upgrade
15	Back up vehicle properly
16	Pass properly
17	Couple semitrailer or trailer
18	Deal with consignee problems
19	State procedures when cargo is received without paperwork and when paperwork is received without cargo
20	Perform during operation PMCS on vehicle

- 21 Perform during operations inspection on trailer
- 22 Utilized a trailer transfer point
- 23 React to emergency vehicles
- 24 Handle vehicle in cross winds
- 25 Properly enter autobahn
- 26 Properly exit autobahn
- 27 Properly enter traffic circles
- 28 React to traffic jam
- 29 Maintain road courtesies
- 30 Take specified breaks (181st Pam 600-55-1)

DURING OPERATIONS TASK

1. TASK: Use seatbelts.

STANDARD: You will always wear a seatbelt.

2. TASK: Select gear for load.

STANDARD: You will select the proper gear based on the load being carried.

3. TASK: Give proper signals.

STANDARD: You will execute the proper signal for the situation.

STEPS FOR ACCOMPLISHING TASK:

- a. Signal intent well in advance.

(1) 100m on secondary road.

(2) 300m on autobahn.

- b. Use 4-way flashers to warn traffic of any danger.
- c. When slowing down tap brakes several times.

4. TASK: Make a smooth start.

STANDARD: You will select the proper gear, accelerate gradually and release brakes.

5. TASK: Use trailer brakes properly.

STANDARD: You will follow the procedures stated in the appropriate operator's manual. The trailer brake should only be used after the primary brake (service brake) has been used.

6. TASK: Operate the "Jacob's Brake" on the PLS/HET series vehicle.

STANDARD: You will use the "Jacob's Brake" when descending grades or any situation where slowing is required. Follow the steps below for using the "Jacob's Brake," which are consistent with the dash 10.

STEPS FOR ACCOMPLISHING TASK:

- a. Preset engine retarder.
- b. Select gear that gives rated RPMs.
- c. Apply retard switch located on center switch console.
- d. Use only in rural areas and not in built up urban areas.

7. TASK: Stop a vehicle in motion properly.

STANDARD: You will stop a vehicle properly utilizing the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Signal intent in advance by tapping brakes.
- b. Use 4-way flashers in emergencies.
- c. Check traffic behind vehicle.
- d. Brake slowly when possible.
- e. Use engine and transmission to help brake (best used when at high speeds).

- f. Know stopping distance for vehicle.
 - g. Avoid locking wheels.
 - h. Do not use Johnny Brake.
8. TASK: Maintain adequate and constant speed.

STANDARD: You will drive at a steady speed and avoid fast stops and starts.

9. TASK: State and execute proper following distance.

STANDARD: When driving, maintain one second of space for each ten feet of vehicle length, follow **6-2-1** rule stated below.

How much space should you keep in front of you? One good rule of thumb is to keep at least one second for each 10ft of vehicle length. At greater speeds, you must leave one second for safety. For example, if you are driving at speeds below 40 MPH in a 40ft vehicle, you should leave 4 seconds between you and the vehicle ahead; in a 60ft vehicle, 6 seconds.

To know how much space you have, wait until the vehicle ahead passes an object on the road, then count off the seconds - one thousand one and so on - until you reach the same object. When you reach that object and the count was only one thousand and four, then you are too close to the vehicle ahead of you. Drop back a little and try again. After a little practice, you will know how far back you should drive. Remember that when the road is slippery, you need more space to stop.

The **2** in the 6-2-1 rule means you should be able to see the 2 rear tires of the vehicle in front when you come to a stop at a light or an intersection.

The **1** in the 6-2-1 rule means you must wait 1 second after the vehicle in front starts driving before proceeding.

10. TASK: Cross railroad crossing properly

STANDARD: You will properly cross a railroad crossing utilizing the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Be alert for railroad crossings.

- b. Slow down prior to railroad crossing.
- c. Stop.
- d. Listen for any oncoming trains.
- e. Look both ways before crossing railroad crossings.
- f. Obey the signs.

11. TASK: Prevent creeping or drifting when stopped.

STANDARD: You will prevent creeping or drifting by making sure your foot is planted firmly on the brake pedal. If stopped for more than 3 minutes, you will use the parking brake. Obey 6-2-1 rule.

12. TASK: Maintain proper speed for gear selection.

STANDARD: You will maintain the proper gear selection for the vehicle speed. Keep RPMs between 1750 and 2100.

13 . TASK: Execute turns properly.

STANDARD: You will execute turns properly utilizing the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Give turning signal well in advance.
- b. Enter proper lane for turning.
- c. Reduce vehicle speed.
- d. When making turn, use hand-over-hand method.
- e. Avoid cutting corners (stay on roadway).
- f. Straighten out vehicle after turn.

14. TASK: Start vehicle properly on an upgrade.

STANDARD: You will select the place vehicle in neutral, engages starter, releases brakes, and accelerate smoothly.

15. TASK: Back up vehicle properly.

STANDARD: You will properly back up a vehicle utilizing the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Post ground guide out of path of vehicle and coordinate signals with ground guide. Roll down window.
- b. Get out and check behind vehicle.
- c. Back up slowly and smoothly. If you lose sight of ground guide, stop and get out and check.
- d. Continue to review all areas where tractor or trailer will travel.

16. TASK: Pass properly.

STANDARD: You will execute a pass properly utilizing the step listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Check the traffic condition.
- b. Signal intent.
- c. Maintain proper following distance before passing.
- d. Pass in proper lane.
- e. Do not exceed authorized speed limit.
- f. Change lanes gradually.
- g. Clear the rear before returning to lane.
- h. Obey all passing/no-passing signs.
- i. Do not pass on hills, curves, secondary roads, and at places of construction.

17. TASK: Couple semitrailer/ trailer.

STANDARD: The procedures listed below must be followed and completed in sequence.

STEPS FOR ACCOMPLISHING TASK:

- a. Check to ensure chock blocks are properly positioned.
 - (1) When parking uphill, place chock blocks behind rear wheels on both sides of same axle of the semitrailer/ trailer.
 - (2) When parking downhill, place chock blocks firmly in front of front wheels on both sides of same axle of semitrailer/ trailer, check trailer kingpin for serviceability.
- b. Post guide (when available).
- c. Back up towing vehicle.
- d. Align towing vehicle with semitrailer/ trailer.
- e. Stop towing vehicle.
- f. Align height of semitrailer/ trailer coupler with fifth wheel or pindle of towing vehicle.
- g. Ensure fifth wheel jaws are open.
- h. Connects air brake lines.
- i. Apply brakes of tractor and trailer.
- j. Back towing vehicle slowly until coupler engages semitrailer/ trailer kingpin.
- k. Make sure coupler is secure first by physically looking at the fifth wheel jaws to ensure they are completely closed then pulling forward with trailer brakes set.
- l. Shuts off vehicle before plugging in intervehicular cable.
- m. Plugs in intervehicular cable.
- n. Turns on lights and listen for circuit breaker.
- o. Raise landing gear.
- p. Stows chock blocks
- q. Enters trailer number, load weight and TMR number on trip ticket.

- r. Upon arrival at destination, enter arrival mileage and time.

18. TASK: Dealing with consignee problems.

STANDARD: You will do the following steps in sequence.

STEPS FOR ACCOMPLISHING TASK:

- a. Identify and confirm problem.
- b. Notify and utilize chain of command.

19. TASK: State procedures when cargo is received without paperwork and when paperwork is received without cargo.

STANDARD: You will hand receipt cargo and return it to origin shipping customer when cargo is received without paperwork. You will return original paperwork that is received without cargo.

20. TASK: Perform during operation PMCS on vehicle.

STANDARD: You must check any unusual noise, vibration, or instrument reading, and correct all deficient items that are within the operator's level or maintenance and record all others on DA Form 5988E ULLS.

- a. Check instruments for normal engine operation.
- b. Checks steering for unusual free play, binding, wander, or shimmy.
- c. Check brakes for braking effect, feel, side pull, noise and chatter.
- d. Check transmission for unusual noise, vibration, stiffness, or tendency to slip out of gear.
- e. Check vehicle components; check for unusual noises in cab, body, wheels, exhaust system, powertrain and attachments. Tighten any loose assembly or mounting bolts.
- f. Check engine oil and coolant levels at halts. Add oil or coolant if necessary.
- g. Check tires at halts for penetrating objects, objects between duals, add air, and tighten lug nuts if necessary.

21. TASK: Perform during operations inspection on trailer.

STANDARD: You must check the items listed below and correct any deficient items that are within the operator's ability.

STEPS FOR ACCOMPLISHING TASK:

- a. Check intervehicular cable at halts.
- b. Check air brake lines connection at halts.
- c. Check tires.
- d. Check lights.
- e. Check brakes.

22. TASK: Utilize a trailer transfer receipt.

STANDARD: You will prepare the trailer transfer receipt (Vehicle Interchange Receipt AE Form 2645-R) in accordance with 181st Pam600-55-1. Distribution of copies will be made in accordance with 181st Trans 600-55-1.

23. TASK: React to emergency vehicles.

STANDARD: You will follow the steps listed below when reacting to emergency vehicles.

STEPS FOR ACCOMPLISHING TASK:

- a. Ensure center of road is clear.
- b. Signal all intentions.
- c. Make no sudden changes or movements.

24. TASK: Handle vehicle in cross winds.

STANDARD: You will properly handle a vehicle in cross winds utilizing the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Know when and where to expect cross winds.

- b. Identify when vehicle has encountered cross winds.
- c. Maintain both hands on steering wheel.
- d. Steer slightly into wind.

25. TASK: Properly enters autobahn

STANDARD: You will enter an autobahn utilizing the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Signal intent.
- b. Increase speed.
- c. Check lane and yield to autobahn traffic.
- d. Gradually merge into lane.

26. TASK: Properly exit autobahn.

STANDARD: You will exit an autobahn utilizing the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Signal intent.
- b. Reduce speed when nearing exit.
- c. Brake properly (avoid braking on curves).
- d. Check to ensure that off ramp is clear.

27. TASK: Properly enters traffic circles.

STANDARD: You will adjust speed and obey all traffic signs and traffic laws upon entering a traffic circle.

28. TASK: React to traffic jam.

STANDARD: You will turn on 4-way flashers and adjust vehicle speed and distance in accordance with the situation encountered.

29. TASK: Maintain road courtesy.

STANDARD: You will maintain road courtesy at all times by following the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Stay in own lane.
- b. Do not weave.
- c. Do not hug centerline.
- d. Do not speed up while being passed.
- e. Flash headlights after being passed by other trucks.
- f. Do not tailgate.
- g. No horseplay.

30. TASK: Take specified breaks IAW 181st Trans 600-55-1

STANDARD: You will take one 15-minute break for every 2 hours of driving. You will also take a 1-hour meal break when appropriate.

4-3 AFTER OPERATION TASKS

1. Student drivers will successfully accomplish these after operation tasks:

Task Number	Task
1	Uncouple Semitrailer
2	Properly shut down vehicle
3	Perform after operations PMCS on vehicle

AFTER OPERATION TASKS

1. TASK: Uncouple Semitrailer.

STANDARD: The procedures listed below must be followed and completed in sequence.

STEPS FOR ACCOMPLISHING TASK:

- a. Chock rear trailer wheels
 - b. Disconnect airlines and replace dummy coupling.
 - c. Disconnect intervehicular cable.
 - d. Lower landing gear.
 - e. Release fifth wheel latch.
 - f. Start vehicle and place transmission in low gear.
 - g. Release tractor brakes.
 - h. Pull forward until fifth wheel begins to clear trailer apron.
 - i. Place transmission in neutral and shut down engine.
 - j. Inspect trailer supports.
 - k. Pull tractor completely clear and drive away.
 - l. Drive towing vehicle forward until semitrailer/ trailer becomes disengaged; chock blocks must be firmly behind wheels on both sides of semitrailer/ trailer when parking uphill, and in front of wheels on a downgrade.
2. TASK: Properly shut down vehicle.

STANDARD: You will properly shut down vehicle utilizing the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Apply parking brake.
- b. Place transmission in neutral, if applicable disengage.
- c. Idle engine 3-5 minutes, if applicable.
- d. Turn ignition to the off position.

3. TASK: Perform after operations PMCS on vehicle.

STANDARD: You must correct all deficient items that are within operator's level of maintenance, and record all others on DA Form 5988E ULLS.

STEPS FOR ACCOMPLISHING TASK:

- a. Visually check general condition of vehicle.
- b. Remove all penetrating objects from tires; gage tires and correct if required.
- c. Visually check under vehicle for coolant, engine oil, fuel, gear oil, required.
- d. Visually check fuel tanks for contamination and fuel level. Ensure fuel strainer in filler necks is clean. Drain and/or fill as required.
- e. Check coolant level in surge tank radiator; fill if required. Check hoses.
- f. Check engine oil for contamination and level. Drain and/or fill as required.
- g. Check belts, liners, covers, connections, and linkage for apparent damage. Check alternator and starter for mounting condition and security of wires and cables.
- h. Ensure that all manuals, lubrication orders, and forms are with vehicle. Ensure that logbook entries are correct and up to date.
- i. Check operations of handbrake to ensure that it can be applied and released. Check handbrake lever for adjustment; adjust as required.
- j. Check for excessive heat in vehicle assemblies.
- k. Clean vehicle, fill fuel tank, stow and secure equipment and lube as required.
- l. Drain air tanks.

4-4: RELATED TASKS

1. Student driver must successfully accomplish these related tasks:

Task Number	Task
1	Present proper military appearance
2	Identify international road signs

- 3 Know authorized speed limits
- 4 Convert kilometers per hour to miles per hour
- 5 Mount tire chains
- 6 State information required to report a breakdown
- 7 Use autobahn telephones
- 8 Change a vehicle tire
- 9 Properly use fire extinguisher
- 10 Fill out DD Form 518 (Accident Identification Card)
- 11 Fill out SF 91 (Operator's Report of Motor Vehicle Accident)
- 12 Read and understand TCMDs
- 13 Use and account for fuel coupons
- 14 Determine/perform required services
- 15 Be familiar with forms and materials necessary to transport dangerous, hazardous, and/or sensitive cargo
- 16 Properly place warning triangles

1. TASK: Present proper military appearance.

STANDARD: You will present the proper military appearance with emphasis on the items listed below:

ITEMS OF EMPHASIS:

- a. Clean, unwrinkled BDU's.
- b. Good personal hygiene.
- c. Boots.
- d. Proper length of hair.

2. TASK: Identify international road signs.

STANDARD: You will identify international road signs on sight with 100 percent accuracy.

3. TASK: Know authorized speed limits.

STANDARD: You will be able to state the authorized speed limits without the use of references.

AUTHORIZED SPEED LIMITS:

a. Maximum speed limit on autobahn is 80 kph (50 mph) and 68 kph (40 mph) for 5-tons (M939 series).

b. Maximum speed limit on secondary roads is 60 kph (35 mph).

c. Maximum speed limit within built up areas is 40 kph (25 mph).

4. TASK: Convert kilometers per hour to miles per hour.

STANDARD: You will be able to convert kilometers per hour to miles per hour within 15 seconds without the use of paper and pencil.

STEPS TO FOLLOW FOR CONVERSION:

a. For 0 to 60 km - multiply by 6 and add 1.

b. For 61-100 km - multiply by 6 and add 2.

5. TASK: Mount tire chains.

STANDARD: You will mount tire chains on your vehicle utilizing the steps listed below in sequence.

STEPS FOR ACCOMPLISHING TASK:

a. Determine the need for chains.

b. Spread tire chains on ground and check for broken or twisted links.

c. Draped chains over tires with open ends of cross-chain hooks away from tire, and with fasteners on the trailing ends of the side chains.

- d. Tuck first cross-chain under front of tire and move vehicle forward until fasteners are hub high.
- e. Straighten and center chains.
- f. Lift ends of side-chains to determine which links will be hooked into the fasteners.
- g. Tie down excessive chain with wire or equivalent.
- h. If installing on duals, fasten chains between wheels first, then inner chain, and finally outer chain if on singles, inner chain first, then outer.

6. TASK: State information required to report a breakdown.

STANDARD: You will be able to give the information listed below to report a breakdown.

STEPS FOR ACCOMPLISHING TASK:

- a. Give your name.
- b. Unit.
- c. Vehicle.
- d. Location of vehicle.
- e. Direction of travel.
- f. Type and priority of load.
- g. Cause of breakdown.
- h. Reports to unit have recovery responsibility according to recovery map in driver's packet.
- i. Do not move disabled vehicle after being reported.

7. TASK: Use autobahn telephones.

STANDARD: You will follow the steps listed below in sequence.

STEPS FOR ACCOMPLISHING TASK:

- a. Determine nearest autobahn telephone.
- b. Open box to reveal phone.
- c. Lift receiver.
- d. Tell the individual who answers what the problem is. If you cannot speak the language, don't worry, by just picking up the receiver your location is identified.
- e. Stay by the autobahn phone once you have given the required information.

8. TASK: Change a vehicle tire.

STANDARD: You will change a vehicle tire utilizing the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Use two-person rule. IAW dash 10.
- b. Correctly place chock blocks.
- c. Place jack on firm ground.
- d. Correctly place jack.
- e. Use breaker bar properly.
- f. Select correct tire size.
- g. Mount tire as close to 180-degree offset to valve stem as possible.
- h. Check tire pressure.

9. TASK: Properly uses fire extinguisher.

STANDARD: Perform the steps listed below in sequence.

STEPS FOR ACCOMPLISHING TASK:

- a. Securely grab extinguisher.
- b. Pull pin.
- c. Aim at base of fire, engine fires should be attached from wheel wells.

- d. Depress handle.

10. TASK: Fill out DD Form 518 (Accident Identification Card).

STANDARD: You must complete all required portions of DD Form 518, utilizing the steps listed below. All entries must be legible.

STEPS FOR ACCOMPLISHING TASK: The following information is to be entered in the appropriate blocks on DD Form 518.

- a. Date of accident.
- b. Make and type of vehicle.
- c. Registration number.
- d. Driver's name.
- e. Social security number. (Optional)
- f. Grade
- g. Organization.

11. TASK: Fill out SF 91 (Operator's Report of Motor Vehicle Accident).

STANDARD: You must complete all required portions of SF 91, utilizing the steps below. All entries must be legible and detailed to give a clear picture of exactly what happened.

STEPS FOR ACCOMPLISHING TASK:

The following information is to be entered in appropriate sections of SF 91.

- a. Department or agency.
- b. Name and location of organization.
- c. Operator involved in accident.
- d. Time and place of accident.
- e. Your vehicle.

- f. Other vehicle(s) and property involved in accident.
- g. Persons injured.

12. TASK: Read and understand TCMDs.

STANDARD: You will be able to answer the questions listed below while reading a TCMD.

QUESTIONS TO BE ANSWERED:

- a. Who is responsible for cargo listed?
- b. Where is cargo to be delivered?
- c. How many pieces of cargo are there?
- d. What is the weight of the cargo?
- e. What is the priority of the cargo?
- f. What is the distribution of copies?

13. TASK: Use and account for fuel coupons.

STANDARD: You must complete all steps listed below with 100 percent accuracy.

STEPS FOR ACCOMPLISHING TASK:

- a. Use coupons only when fuel cannot be obtained from military reservations.
- b. Use coupons only at ESSO and BP stations.
- c. Sign only the number of coupons required.
- d. Record liters received.
- e. Verify that attendant stamps and signs coupon.
- f. Return unused coupons to company.

14. TASK: Determine/perform required services and lube on vehicle.

STANDARD: You will check the lube sheets and check with your squad leader to determine the required services and lube. The required services and lube will be performed with a mechanic from the motorpool present.

15. TASK: Be familiar with forms and materials necessary to transport dangerous, hazardous, and/or sensitive cargo.

STANDARD: You will ensure that the proper forms and materials necessary to transport dangerous, hazardous, and/or sensitive cargo are on hand by following the steps listed below.

STEPS FOR ACCOMPLISHING TASK:

- a. Ensure vehicle is equipped and inspected IAW DD Form 626.
- b. Supervise loading when possible.
- c. Mark vehicle with appropriate placards, front, rear, and sides.
- d. Receive DD Form 836 from shipper.
- e. State and comply with prescribed rules and regulations.

16. TASK: Properly place warning triangles.

STANDARD: You will place warning triangles 5 and 100 meters behind and 100 meters in front of vehicle when stopped on a secondary road. You will place warning triangles 200 and 300 meters behind vehicle when on an autobahn.

SECTION 5: FINAL ROAD TEST

The Final Road test is the accumulation of what the driver has learned throughout his/her training phase. The Checkrider must ensure that before the license examiner gives the student driver the road test, they are proficient in the driving skills necessary for the safe operation of the vehicle. The AMVI, Checkrider and License Examiner play a significant role in the students driving habits and driving knowledge.

5-1 Purpose: To evaluate driver knowledge, skill, and ability to drive trucks or tractor/trailers, and to recommend or deny the issuance of OF 346.

5-2 Applicability: This section applies to all companies in the 181st Transportation Battalion.

5-3 Objective: To insure that only fully qualified drivers receive their OF 346, and that the procedures to determine are valid and standardized through out the Group.

5-4 Method of Evaluation: License Examiners will be evaluated on the accident experience of the drivers they license.

5-5 Definitions:

a. License Examiner: The License Examiner will be SSG (SGT with a minimum of 1 year as an AMVI) or above and will be qualified as an AMVI. License Examiners will administer the final road test to new drivers. The road test will be standard routes of at least 35 miles. Road test will be given after recommendations from the Instructor Driver and Checkrider. There will be a maximum of two license examiners per unit, one primary and one alternate. The Company Commander will certify them in writing.

b. Check Riders: The Checkrider will be an Instructor Driver appointed on orders to administer the check ride program IAW paragraph 5-6b(2-7) of this chapter. Responsible for periodically evaluating task vehicle drivers. Detailed records will be maintained for each check ride. Each company will have a maximum of two active check riders.

5-6 Responsibilities:

a. License Examiners:

1. Will test all soldiers to be licensed on assigned vehicles using the criteria set forth in section 5 of this chapter and AR 600-55.
2. Will test and checkride AMVI's IAW this chapter.
3. Will maintain student driver packets IAW this regulation.
4. Will assign each student one primary and one alternate instructor on orders.

b. Check Riders:

1. Will be licensed on type of vehicle in which the check ride is to be conducted.
2. Will administer operational check rides to all 88M soldiers in the rank of SSG and below on the following basis:
 - (a) Drivers with less than 8,000 accident free miles - Quarterly.

- (b) Drivers with 8,001 to 25,000 accident free miles - Semi-Annually.
- (c) Drivers with 25,000 to 100,000 accident free miles - Annually.
- (d) Drivers with 100,001+ accident free miles - Requires no check ride.

3. Provide drivers with written comments on strengths and weakness and determine the need for and the scope of individual refresher training.

4. Check rides may be accomplished 500 miles or one month before or after driver incurs the requirement for a check ride.

5. Check rides will normally be conducted during actual commitments and require at least 50 miles. Subsequent check rides will cover city, secondary and Autobahn roads at 10 to 25 miles.

6. All Instructor Driver candidates will be given a checkride prior to attending the academy. A copy of the checkride will be put in the candidate's packet.

7. The check ride sheet will be maintained with the driver packet and will be annotated on the DA Form 348.

5-7 Selection of Final Road Test Route: The highway route should be a minimum of 35 miles in distance. AR 600-55 should be carried during the Road Test Phase. The route that is selected should include at least one each of the following traffic situations:

- a. Railroad crossing
- b. Traffic circle
- c. A low bridge (to go under)
- d. A section of autobahn
- e. Right turn
- f. Left turn
- g. Stop sign
- h. Traffic signal lights
- i. Unmarked yield to the right intersection

- j. Grades (both up and down)
- k. Curves
- l. A business or commercial district

5-8. Actions of the License Examiner: All License Examiners have been trained as Instructor Drivers and therefore know how and what student drivers are taught. License Examiners must be familiar with these instructions to insure that the Final Road Test is administered in a professional, uniform, and impartial manner. Failure to do so can result in serious consequences for the student, the License Examiner, and the 181st Transportation Battalion's mission.

a. Naturally, the License Examiner must try to put the student at ease, to prevent errors, due to the "nervous pressure" of being evaluated. At the same time, learn to recognize errors due strictly to nervousness versus those that result from poor driving habits, lack of skill and/or poor attitude. Covering the same route twice will help to achieve these evaluation objectives. Before starting out, be sure to tell the student that:

(1) You will give all instructions well in advance as to which roads to take. Make it clear that he/she is free to ask questions if your instructions are not clear.

(2) He/she should try to relax and drive normally.

(3) You will be making notes from time to time. Stress that this should not distract him, as you will be making notations about everything, including road and traffic conditions that are encountered. While enroute do not converse unnecessarily or cause distraction such as dropping things or smoking. Remember not to block his view of the mirror(s). After the student has driven the route, he should be back at his starting point. Make any other annotations as deemed necessary.

SECTION 6: OPERATIONS SAFETY AND EMERGENCY AVOIDANCE DRIVING

Accident prevention is what we strive for in the 181st Transportation Battalion. In this section we discuss about the various ways that accidents can be avoided by knowledge of the equipment for which we operate. The more you know about the brake system and the factors that contribute to an accident, the better the operator has against the possibility of a potential hazard on the road.

6-1. A vehicle driver is exposed to a greater number of potential emergency situations on a short drive through a city or on the autobahn, than an airline pilot faces on a transatlantic flight. And in most cases, the vehicle driver will have much less reaction time in emergency situations than the pilot. These facts underscore the need for drivers to be trained professionals and to know and develop emergency situation driving skills.

Of course the best way to deal with emergencies is to avoid them. The responsibility to ensure safe operations and avoid emergency situations is shared by all sections. Maintenance, training, operations, and safety as well as the vehicle driver. All these sections support accident prevention management. Maintenance ensures vehicles are operationally safe; training (S-3) ensures drivers receive necessary skills through the driver academies, unit level training, and monitors subsequent training needs. Operations support accident prevention by coordinating route recons, MP/Polizei support when necessary, and monitoring road conditions; battalion safety offices assist by alerting personnel of hazards potential, ensuring safety requirements are met, and coordinating safety training.

But it is the vehicle driver that has the greatest impact on operations safety, emergency situation avoidance and accident prevention. On the road the driver is the P I C, Person-In-Charge. Drivers are given an uncommon level of responsibility for their rank. Few E-3s, E-4s, and E-5s in the army are given the complete control that a 181st driver has during the performance of his mission. Drivers are responsible not only for the operation of vehicles valued up to \$500,000 and loads that are often classified and/or hazardous, but also for ensuring the mission, which may last several days is successfully completed.

6-2 Accident Factors Triangle:

Of the three elements in the Accident Factors Triangle below, the driver, the equipment/vehicle, and the environment (weather, traffic, type road etc.), only the driver can compensate for imbalances and problems in the other two factors. The driver makes adjustments for road, weather, traffic, vehicle problems, and load characteristics. When a driver fails to perform the correct action, an accident is frequently the result.

6-3 Driver Error:

Of the three elements in the accident factors triangle, driver error usually accounts for 95 percent of accidents. Very few accidents are the result of mechanical failure or unavoidable road conditions.

The critical fact to understand about driver error accidents is that almost all of them could have been prevented by adherence to basic road rules, common sense, and professional driving skills.

6-4 Driver Responsibilities:

Drivers also have the broadest responsibilities in accident prevention. Not only are they responsible for the safe and efficient operation of their vehicles, they also provide

support for the maintenance of vehicles through PMCS inspections, coordination with Highway Operations for road and route problems, and load safety through enforcement of blocking and bracing requirements.

Driver responsibilities in operations safety and accident prevention are outlined below:

1. Maintaining professional driving behavior and attitude.
2. Performing before, during, and after PMCS inspections.
3. Ensuring coordination with maintenance to correct problems.
4. Ensuring proper load blocking and bracing.
5. Adherence to traffic laws/ regulations.
6. Notification to Highway operations of road problems, hazards i.e., road construction, and detours.
7. Proper mechanical operation of vehicles.
8. Performing proper emergency actions.

6-5 Brake Preventive Maintenance Checks and Services (PMCS)

Although the driver may not be a qualified mechanic, the drivers the most knowledgeable on the operating characteristics of his assigned vehicle and best able to detect when an abnormal condition develops. The following are checks the driver is required to perform on the M931/PLS/HET tractor air brake system during PMCS.

1. Air System:
 - a. With engine running and normal air pressure of 105 - 120 psi, check the air reservoirs and lines for damage. Listen for air leaks, look for damaged air lines and fittings. When you hook up to a trailer, also check the air line and fittings.
 - b. On a daily basis, check the airlines and fittings to the air dryer for damage and leaks. Any damage or leaks put the vehicle in a nonoperational status and must be reported to maintenance.

2. Air Dryer:

a. During operation, check the automatic drain valve operation on the air dryer. With the engine running and normal air pressure of 120 psi, a sharp burst of air will be heard at the drain valve each time the compressor unloads. If the drain valve is operative, the vehicle is in a nonoperational status and must be reported to maintenance.

b. On a daily basis, check the air lines and fittings to the air dryer for damage and leaks. Any damage or leaks put the vehicle in a nonoperational status and must be reported to maintenance.

3. Brake System:

a. Check the slack adjuster daily to determine if the service brakes are adjusted properly. To do this, have another operator depress the foot brake completely down, then check the four rear slack adjusters. If the angle of the slack adjuster is 90 degrees or slightly more, the adjustment is satisfactory. If the angle is less than 90 degrees, the adjustment is unsatisfactory and the vehicle is in a nonoperational status and must be reported to maintenance personnel.

b. During operation, test the service brakes to determine stopping ability. Check for any pulling, grabbing, or any abnormal operation. If service brakes do not operate properly or an abnormal condition exists, the vehicle is in a nonoperational status and must be reported to maintenance.

c. Check the park brake. Test it by first applying the park brake, then engaging the transmission. The vehicle should not move when you try to move forward. If the park brake is inoperative, the vehicle is in a nonoperational status and must be reported to maintenance.

6-6 Proper Braking Procedures:

The safe braking and stopping of the M931/PLS/HET is obviously one of the most important functions that a driver performs. Unfortunately it is also one of the easiest things to do incorrectly. Less experienced drivers often lock the brakes and skid while coming to a normal stop. Another braking problem is the improper use of the trailer hand brake

(Johnson Bar). The primary purpose of the Johnson Bar is for coupling and uncoupling trailers, and while stopped on an incline to prevent rolling. It is not intended to be used for stopping the tractor semi trailer.

By using the service brakes and engine retarder together you can slow the PLS/HET down on any downhill slope. If the rpm goes below 1200 Do Not Use the engine retarder, it will cause damage to the engine. When you press on the service brakes, the truck and trailer service brakes will start to work at the same time.

Locked wheels reduce braking power and result in loss of directional control. Maximum braking is achieved just prior to the wheels locking. Once the wheels are locked, braking friction between the tires and road surface decreases and the stopping distance begins to increase, directional control is lost and chances of an accident are greatly increased. Locked wheel braking will also result in uneven tire wear, blowouts, brake damage and collapsed suspensions. Wheel hopping can also tear out axles.

The following correct braking methods will reduce accidents and minimize damage to vehicles:

1. Maintain proper following distance through the use of the 6-2-1 rule. Adjust speed to traffic, road, and weather conditions. Defensive driving techniques must be utilized to avoid situations that require panic stops.

2. Downshifting will be used in slowing the vehicle, particularly on downgrades; to take optimum advantage of the engines decreased RPMs.

3. **NORMAL BRAKING WILL BE ACCOMPLISHED WITH THE FOOT BRAKE ALONE.** This brake controls both the tractor and trailer brakes at the same time.

4. Skidding or locked wheels, normally due to hard braking in emergency or hazardous conditions cause jackknifing. Locked or skidding wheels will tend to take the lead or come around. Tractor jackknifing occurs when the rear tractor wheels lock and skid to the left or right. To gain control, steer in the direction of the skid. Semi-trailer jackknifing occurs when the semitrailer wheels lock and skid to the left or right. To regain control, quickly release the brakes to get the wheels turning and **DO NOT USE THE SEMITRAILER HAND BRAKE.**

CAUTION: The semitrailer hand brake **ALONE** should be used **ONLY** to prevent rolling while stopped on an incline and when coupling the tractor and trailer. **NEVER** use the hand brake to stop the tractor or trailer.

SECTION: 7 NIGHT VISION GOGGLE DRIVER TRAINING

An intricate part of driver's training is utilizing the Night Vision Goggles. This section discusses the use and training requirement for the NVG's. Part of our wartime mission is to be able to drive with the NVG's and during field training exercises (FTX's) training should be utilized in order to build proficiency in operation of the Night Vision Goggles.

7-1 Purpose: To train soldiers to become proficient in the safe operation of night vision goggles and operating an Army Motor Vehicle in night operations.

7-2 General: Night vision goggle (NVG) use should be part of the conditions when combat tasks are practiced at night. Training should be repetitive and adjusted to each driver or crew's experience level. Detailed planning and sandtable rehearsals for training operations should be conducted. Training will be based on the leader's assessment of the soldier and crew's ability to perform the task to standard under prescribed conditions. First-line supervisors will help the commander decide where on the crawl-walk-run performance scale the training should begin. Classes to train the trainers may be necessary. Initial NVG driver operations and training should take place under no less than 25 percent (quarter moon) illumination. Illumination information is available from supporting weather offices. The NVG instructor driver has final go-no-go authority based on his or her subjective evaluation.

7-3 NVG Training Preparation:

(1) Commanders will select experienced drivers who have a safe driving record and normal night vision

(2) Drivers must receive initial classroom-type instruction on the device to be used. This instruction will include goggle familiarization and emphasize human and equipment limitations associated with the device.

(3) Unit planners and safety personnel will conduct a pretraining mission risk assessment. Traffic density in the training area, terrain, extraneous light sources, driver level of training, availability of assistant drivers or front seat supervisors, and type of devices to be used are minimum variables to be considered. For all situations with other than negligible risk, additional control procedures will be inserted into the training plan

(4) Crewmembers will receive a premission briefing. Potential risk situations and the required response will be briefed (incl. deteriorating weather, disorientation, loss of depth perception, and equipment failure). Crewmembers must know their responsibilities under each contingency. The premission briefing will emphasize crew coordination. Vehicle commanders and crewmembers must have a close working relationship to prevent confusion and improve proficiency.

(5) Drivers will perform equipment checks according to Technical Manual

(6) TM 11-5855-264-14 and other appropriate equipment manuals.

7-4 Procedures: Drivers must drive without the device over a known range under nighttime conditions with headlights on to become comfortable with the actual road and terrain. When familiar with the terrain, the driver should go over the range again with NVGs. This time with headlights off and paying particular attention to the distance between the vehicle and familiar objects. The objective is to instill in the driver that objects seen in the device are closer than they appear to be.

7-5 Training Considerations: Soldiers will be warned of the following:

(1) The effectiveness of NVGs is reduced in rain, fog, snow, and smoke. NVGs used by drivers cannot “see” through dense snow, fog, or smoke and cannot distinguish wires. In light fog, rain, smoke, and snow, however, the devices can enhance night vision. Any bright light (for example, vehicle headlights, flares, muzzle flashes) will wash out the NVG and cause total loss of vision.

(2) Objects do not appear the same size or shape as they do in the daylight. Road and terrain features, such as hills and depressions, appear to be flat; no color contrast is distinguished (except shades of green caused by green phosphor). It is difficult to see into shadowed areas, and it is difficult to judge distances without repetitive practice. Peripheral vision is also severely reduced because of the limited field of view.

(3) After wearing the device for only a short period, the user may begin to feel complete visual acuity, when in fact, only partial acuity is present. The user, consequently, should adjust vehicle speed to prevent both overdriving the field of view and underestimating real distance between the vehicle and other objects. Unit planners must carefully plan and practice convoy and nonconvoy movement under controlled conditions.

(4) Sunlight, dust, and dirt can damage NVGs. Bumps or jarring can snap the power receptacle and cause the device to shut down; leaving the operator temporarily blinded with respect to vehicle track and nearby obstacles.

(5) NVG's do not correct eyesight to 20/20. In fact, drivers see a picture that is brighter but less clear than normal vision. Drivers with 20/20 vision have 20/50 vision with the PVS-5 goggles. An object normally seen at 50 feet with 20/20 vision cannot be seen until it is within 20 feet. As a result, drivers must reduce speed to have proper response time to obstacles.

NOTE: Leaders must be aware of soldiers with poor vision and ensure that they are considered in premission risk analyses. Soldiers who wear glasses may require additional NVG practice to become proficient. Some soldiers may have a combination of problems such as weak eyes and poor night vision. The commander may decide against appointing such soldiers as primary drivers at night.

7-6 Repetition: Expert use of NVGs is a skill will be lost when not used. Commanders will plan and schedule refresher NVG training before field exercise deployments.

7-7 LTAs: Commanders should establish an NVG driving course in the LTAs when possible.

7-8 Summary: To train and operate safely and efficiently with NVGs soldier must understand NVGs limitations. For ground forces to be effective on the battlefield, divers must be able to see at night. NVGs make this possible. Safe training makes seeing at night a reality that will greatly enhance our combat capability.

7-9 Certification: The Battalion Instructor Driver will certify all AMVIs as NVG instructors when they attend the two week AMVI course. Commander will ensure that these instructors are on orders to instruct their unit.

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ANNEX A

DRIVER PACKET

CRITERIA

STUDENT DRIVERS PACKET

STUDENTS NAME: _____

UNIT: _____

DATE STARTED: _____

DATE FINISHED: _____

TYPE OF VEHICLES

<u>M210</u>	<u>1TON</u>
<u>M923/25</u>	<u>5TON</u>

M931/A2 5TON
M871 22 ½ TON
M969/A1/A2 5K TNKR
M1074/75 PLS 28TON
M1076 8 ½ TON
M1070 HET 30 TON
M1000 70 TON

181stTRANS BN
DRIVERS INTERVIEW CHECKLIST

NAME: _____ RANK: _____ DOB: _____ AGE: _____

SSAN: _____ UNIT: _____ DOA _____

MOS: _____ DUTY POSITION: _____

EDUCATION LEVEL: _____

BACKGROUND INFORMATION:

1. DO YOU HAVE A CIVILIAN DRIVER'S LICENSE? (YES) (NO)
FOR HOW LONG? _____
2. HAVE YOU HAD A PRIOR MILITARY VEHICLE LICENSE? (YES) (NO)
FOR WHAT TYPE VEHICLE? _____
FOR HOW LONG? _____
3. HAVE YOU EVER RECIEVED A DWI? (YES) (NO)
4. DO YOU HAVE A CURRENT USAREUR POV LICENSE? (YES) (NO)

5. DO YOU WEAR GLASSES? (YES) (NO)
6. ARE YOU TAKING ANY MEDICATIONS? (YES) (NO)
IF YES, WHAT? _____
7. DO YOU HAVE ANY HEARING IMPAIRMENT, OR ANY OTHER
CONDITIONS WHICH MAY AFFECT YOUR DRIVING PERFORMANCE?
(YES) (NO)
IF YES, WHAT? _____
8. HAVE YOU EVER BEEN INVOLVED IN ANY MILITARY ACCIDENTS?
EXPLAIN: _____

9. HAVE YOU HAD ANY MOVING VIOLATIONS? (YES) (NO)
IF YES EXPLAIN: _____

10. YOU HAD ANY PREVIOUS OPERATOR OR MAINTENANCE TRAINING?
(YES) (NO)
IF YES, EXPLAIN:

11. DO YOU HAVE ANY PERSONAL OBJECTION TO BECOMING A MILITARY
VEHICLE OPERATOR? (YES) (NO)
IF YES, EXPLAIN:

DATE: _____

SFC, USA
Truckmaster

CPT, TC
Commanding

BACKING RANGE VERIFICATION SHEET

- | | |
|--------------------------|----------|
| 1. STRAIGHT LINE BACKING | GO/NO GO |
| A. MOTION CONTROL | GO/NO GO |
| B. CONTACT | GO/NO GO |
| 2. ALLEY DOCK | GO/NO GO |
| A. MOTION CONTROL | GO/NO GO |
| B. CONTACT | GO/NO GO |
| C. DISTANCE | GO/NO GO |
| 3. SERPENTINE/FORWARD | GO/NO GO |
| A. MOTION CONTROL | GO/NO GO |
| B. CONTACT | GO/NO GO |
| 4. SERPENTINE/BACKWARD | GO/NO GO |
| A. MOTION CONTROL | GO/NO GO |
| B. CONTACT | GO/NO GO |

- | | |
|----------------------------------|----------|
| 5. PARALLEL PARKING | GO/NO GO |
| A. MOTION CONTROL | GO/NO GO |
| B. CONTACT | GO/NO GO |
| C. DISTANCE | GO/NO GO |
| 6. CONTROLLED STOP | GO/NO GO |
| A. DISTANCE | GO/NO GO |
| B. CONTACT | GO/NO GO |
| 7. PRETRIP INSPECTION | GO/NO GO |
| A. APPROACHING VEHICLE | GO/NO GO |
| B. UNDER HOOD | GO/NO GO |
| C. INSIDE CAB | GO/NO GO |
| 8. COUPLING | GO/NO GO |
| A. MOTION CONTROL | GO/NO GO |
| B. CONTACT | GO/NO GO |
| C. CHOCKS | GO/NO GO |
| D. AIR HOOK UP | GO/NO GO |
| E. AIR SUPPLY | GO/NO GO |
| F. TRAILER BRAKES | GO/NO GO |
| G. HOOK UP | GO/NO GO |
| H. TEST HOOK UP | GO/NO GO |
| I. ELECTRICAL HOOK UP | GO/NO GO |
| J. LANDING GEAR | GO/NO GO |
| K. CHOCKS | GO/NO GO |
| 9. UNCOUPLING | GO/NO GO |
| A. POSITION VEHICLE | GO/NO GO |
| B. SET BRAKES | GO/NO GO |
| C. DISCONNECTS LINE | GO/NO GO |
| D. STORES LINE | GO/NO GO |
| E. LOWERS LANDING GEAR | GO/NO GO |
| F. 5 TH WHEEL RELEASE | GO/NO GO |
| G. PULLS TRACTOR FORWARD | GO/NO GO |
| H. SECURE TRACTOR | GO/NO GO |

REMARKS:

- STUDENT MUST RECEIVE ALL GO'S TO PASS THE RANGE TEST.

STUDENT SIGNATURE _____ DATE _____

EXAMINERS SIGNATURE _____ DATE _____

181ST TRANS BN
PRE-DRIVER TRAINING CHECK SHEET

STUDENT NAME _____ DATE _____

INSTRUCTOR NAME _____ DATE _____

VEHICLE TYPE _____ TRAILER TYPE _____

TASK	TRAINED	EVALUATION
1. TACHOGRAPH MANAGMENT	_____	_____
2. SHIFITING, TRANSMISSION OPERATION AND RPM CONTROL	_____	_____
3. COUPLING/UNCOUPLING PROEDURE FOR AMV TRAILERS	_____	_____

- | | | |
|---|-------|-------|
| 4. BACKING PROCEDURES AND USE
OF GROUND GUIDES | _____ | _____ |
| 5. TURNING AND
JUDGING CLEARANCE | _____ | _____ |
| 6. DISPATCH PROCEDURES | _____ | _____ |
| 7. LOADING AND UNLOADING
HAZARDOUS CARGO | _____ | _____ |
| 8. PMCS OF AMV AND TRAILER | _____ | _____ |
| 9. TTP OPERATION | _____ | _____ |
| 10. A 5- MILE PRE-HOUR DRIVERS TEST | | |
| A. SHIFTING | _____ | _____ |
| B. CHECKS TRAFFIC | _____ | _____ |
| C. MAINTAINS A SAFE
FOLLOWING DISTANCE | _____ | _____ |
| D. STOPPING | _____ | _____ |
| E. BRAKING | _____ | _____ |

REMARKS:

STUDENT SIGNATURE_____

INSTRUCTOR SIGNATURE_____

DAILY STICK MILE RECORD

STUDENT
NAME _____ SIGNATURE _____ DATE _____

INSTRUCTOR
NAME _____ SIGNATURE _____ DATE _____

TRIP ORIGIN _____ TRIP DEST _____

START MILES: _____ RETURN MILES: _____

WEATHER CONDITIONS: _____

DAILY COMMENTS:

STUDENT

SIGNATURE: _____

INSTRUCTOR

SIGNATURE: _____

LOG SHEET

1. STUDENT NAME _____ INSTRUCTOR NAME _____
2. VEHICLE _____ TYPE TRAILER _____
3. PHASE I DRIVERS ACADEMY DATE COMPLETED _____
4. PHASE II 40 HOUR BACKING RANGE DATE COMPLETED _____
5. PHASE III SHOTGUN MILES: _____

DATE	MILES	TRIP ORG.	TRIP DEST.	AMVI Int. W/O TRL.
------	-------	-----------	------------	--------------------

_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

SHOTGUN MILES TRAINING DATE COMPLETED_____

INSTRUCTOR NAME_____SIGNATURE_____

6. PHASE IV STICK MILES:

DATE	MILES	TRIP ORG.	TRIP DEST.	AMVI Int	W/O TRL.
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

7. PROFICIENCY CHECK RIDE DATE:_____

STUDENT MILES (HALF OF REQUIREMENT MINIMUM):_____

RECOMMEND CHECK RIDE AND ROAD TEST (YES/NO)

IF NO, GIVE REASON:_____

_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

DATE	MILES	TRIP ORG.	TRIP DEST.	AMVI Int	W/O TRL
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

STICK MILES TRAINING DATE COMPLETED _____

8. PHASE V CHECK RIDE: DATE _____ MILES _____
 TRIP DESTINATION _____
 CHECK RIDER SIGNATURE _____ DATE COMPLETED _____

CHECK RIDE REMARKS:

7. PHASE VII FINAL EXAM/ROAD TEST IAW 600-55
 DATE _____ MILES _____ TRIP DESTINATION _____

EXAMINER PRINT NAME _____

LICENSE EXAMINER SIGNATURE _____

FINAL EXAM/ROAD TEST REMARKS: _____

181ST TRANS BN DRIVERS PROFICIENCY CHECK RIDE

PASS: _____

FAIL: _____

NAME: _____
 (Last, First, MI)

DATE: _____

SSN: _____

Plt. _____

TIME: _____ / _____

MILES: _____ / _____

1. Pre- Trip Inspection	Pass	Fail
A. Makes complete check of vehicle	_____	_____
B. Check oil, coolant, belts	_____	_____
C. Drains air tanks	_____	_____
D. Checks brakes	_____	_____
E. Ensure cargo & tarps are properly secured	_____	_____
2. Coupling tractor to trailer	Pass	Fail
A. Line up vehicle	_____	_____
B. Blocks vehicle	_____	_____
C. Ground guides	_____	_____
D. Checks fifth wheel lock	_____	_____
E. Properly connects lines	_____	_____
F. Raises landing legs fully	_____	_____
G. Cleans lights and reflectors	_____	_____
3. Driving in traffic	Pass	Fail
A. Check traffic and signals before pulling out	_____	_____
B. Selects proper gear	_____	_____
C. Obeys speed limits	_____	_____
D. Keeps trailer in lane on curves	_____	_____
E. Checks mirrors	_____	_____
F. Drivers to fast for the road conditions	_____	_____
4. Passing	Pass	Fail
A. Checks mirrors before pulling out	_____	_____
B. Signals properly	_____	_____
C. Pulls out smoothly	_____	_____
D. Avoids passing with short sight distance	_____	_____
E. Keeping proper following distance	_____	_____
5. Turning	Pass	Fail
A. Gives proper signal	_____	_____
B. Moves to proper lane well in advance	_____	_____
C. Avoid cutting corners	_____	_____
D. Keeps in proper lane	_____	_____
6. Braking	Pass	Fail
A. Gear down properly	_____	_____
B. Taps brakes to signal intent	_____	_____
C. Brakes smoothly	_____	_____
D. Avoids use of trailer brakes	_____	_____
E. Stops in time	_____	_____

7. Backing	Pass	Fail
A. Walks around vehicle	_____	_____
B. Use ground guide	_____	_____
C. Signals intentions	_____	_____
D. Checks mirrors frequently	_____	_____
E. Backs slowly and smoothly	_____	_____
F. Maintains directional control	_____	_____
G. Achieves proper final position	_____	_____

8. Uncoupling	Pass	Fail
A. Blocks trailer wheels	_____	_____
B. Lower landing legs fully	_____	_____
C. Disconnects lines	_____	_____

9. Drivers attitude	Pass	Fail
A. Courtesy towards other motorist	_____	_____
B. Stays alert and attentive to driving	_____	_____
C. Is not nervous or apprehensive	_____	_____
D. Is not overconfident and cocky	_____	_____

10. Causes for automatic failure **FAIL**

A. Any accident- except a slight tap or minor Striking of curbs on tight turns. Putting the trailer on the sidewalk will be considered an accident. _____

B. Dangerous act - an accident is prevented only by the defensive action of another driver reaction. _____

C. Clear violation of traffic law
Any act for which the driver could be arrested,
Or an act that would make the driver liable for damages in case of an accident. _____

D. Lack of cooperation:
Refuses to attempt requested maneuver, repeatedly fails to follow instruction, offers bribes and threats. _____

11. Comments and recommendations of checkrider:

DRIVERS: _____
(PRINT NAME) (SIGNATURE)

CHECKRIDER: _____
(PRINT NAME) (SIGNATURE)